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#347 May 2015

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Classic DTC Lambrettas

RALLY
Scarborough
REPORT

10
Scooter rally
essentials
to pack

TESTED

« **80s vs 00s**
Norrie Kerr rides the Vespas »

FIRST RIDE
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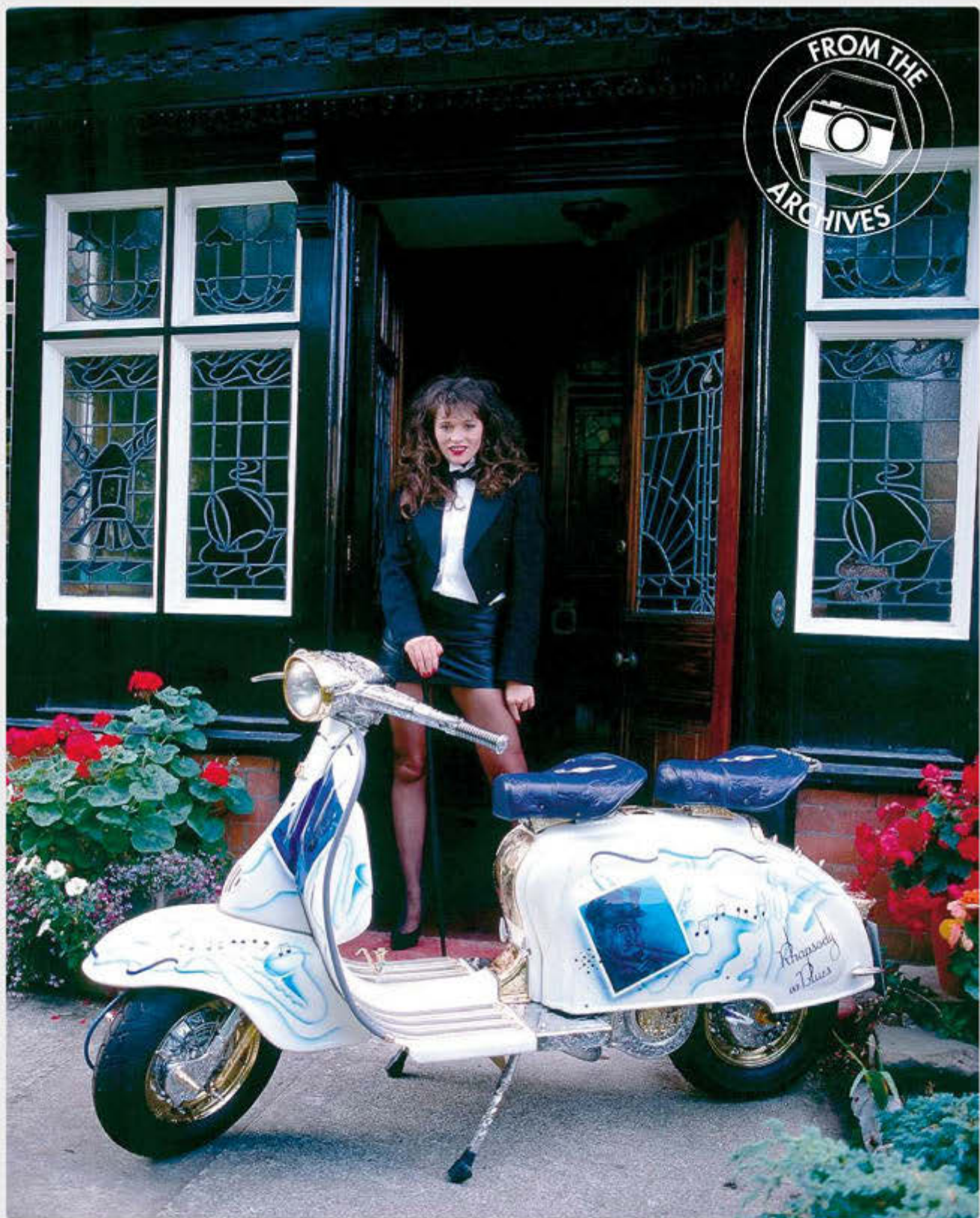
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RHAPSODY AND BLUES - DECEMBER 1988



Issue 38 of *Scooter* magazine featured what myself and many others consider one of the finest custom scooters of the 1980s: Rhapsody and Blues.

A Lambretta Li Series 2 was not, and still isn't the usual canvas for such a project, but it was the chosen steed of the late engraver, Pete Robinson. He debuted the scooter in 1987 as a showcase for his then new engraving business. Over time more work was added, as well as gold plating to the chromework and also one-off custom pieces such as the rear brake pedal, rear floor runner hangers and horn cast badge, another skill Pete would become known for.

The name was inspired by *Rhapsody in Blue*, a 1924 musical composition by American composer George Gershwin which combines elements of classical music with jazz. Pete's engraving celebrates the music, complemented perfectly by artwork from Ken Rothery of Ken's Customs that depicts musical score as well as legends Louis Armstrong, Fats Waller, Glenn Miller and Billie Holiday.

Unfortunately, a careless car driver with an inability to avoid crashing into scooterists knocked Pete off Rhapsody after the Weston-super-Mare Rally in 1988, writing this scooter off. Pete however began building Rhapsody and Blues Reprise based around a Lambretta Grand Prix model, using a few parts salvaged from the Series 2.

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Indeed it is. Two sets of bars, three wheels, four seats and at least five people on board!

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A very tidy Vespa street racer, based around a PX125 with a tweaked motor.

146 Into The Sunset

Your scootering tales from time long ago. Keep them coming please folks, we need to replenish our stock!

Next Month!

Scooter continues to celebrate it's 30th birthday with the chance for to win a Lambretta GP200 AND take part in a road test on it. Yes, the lucky winner will feature in a *Scooter* photoshoot riding and writing about their competition prize! ALSO Sticky takes an exclusive look inside the rare Innocenti Lambretta twin cylinder prototypes, we'll have a review of Weston-super-Mare rally and LOADS more too!





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QUATTRINI M232

NEW PRODUCT

Hallelujah! For anyone who was getting a little fed up with all the latest scooter developments being revvy kits for smallframe Vespas or Lambrettas, let us offer a little light relief.

Matteo from Italian mail order firm Due Per cento was good enough to send us photos of Quattrini's latest kit for the Vespa 200 engine, and it looks like a real doozy. The M232 is a new Nikasil-lined alloy kit designed to bolt straight to original PX200 (or Rally)

casings with little modification.

It seems that the

primary thought behind this has been to create a stump-pulling super-tourer that will work well even with the standard 24mm carb and a high performance box exhaust like the SIP Road 2 or MBGM Big Box, while still running a 57mm stroke crank.

Those wondering how you get 232cc from a 200 engine without changing the stroke will be interested to find that this kit runs a massive 72mm diameter piston. If you tried to bore a stock cylinder to 72mm then the spigot (the tubular part that sits inside the casings) would be so thin that a good sneeze would snap it off.

Quattrini's answer has been to make a dedicated rotary-induction crankshaft with a 126mm long con rod and to abandon the idea of a spigot all together. Instead the cylinder has small bore holes for



the cylinder studs and these centralise the barrel to the crankcase.

Also included in the kit is a new type of radially-finned cylinder head designed to optimise cooling.

DuePer cento.com retails this kit for €540 with the dedicated crankshaft (98-57) costing €330.

Hopefully we'll have a test of this engine soon, but in the meantime check out the Italian video of it being ridden around

Bologna on the *Scooter* website. Hold on to your seats!



30 years of the Vespa T5

On June 26-28, 2015, the recently formed Team T5 France is holding a rally to celebrate the 30th anniversary of the Vespa T5. The event will be in Brives-Charensac (Auvergne), France, and is open to all makes of classic steel bodied scooter, Vespa, Lambretta, Rumi and more.

The registration will be €40 per person and will include a patch, T-shirt, sticker and a raffle ticket for a T5 as well as other smaller prizes. It will also include certain meals, a welcome drink and the automatic participation to a custom show, where a jury will vote for the most beautiful machine, as long as it is a T5 model!

Weekend events will also include a rideout, funs games, skill race, and more as well as parties on Friday and Saturday nights. For more details email: contact@team-t5.fr

LUIGI CASSOLA – RIP

It is with sadness that we report the passing of former Innocenti engineer Ing. Luigi Cassola. Cassola began working in the Centro Studi at Innocenti in 1947 and remained with the company for 30 years, during which time he was one of the main men behind the Lambretta scooter.



Developing, testing and racing the machines from his beginning at the company, Cassola was also involved with the record breaking scooters and also Innocenti's involvement with sports motorcycling too.

Back in 2008 (*Scooter* May edition, #263) Paolo Catani of RacingLambrettas.com arranged for us to conduct an interview with Cassola at which he revealed photographs of a dyno test machine used at Innocenti during the TV Series 1's development, as well as how exhausts were designed for the 201kph Lambretta and its true engine power.

At the end of the interview, the then 88-year-old Cassola rode home on what he considered to be the best Lambretta Innocenti ever produced, a Model D 150. As a man involved with all of the firm's scooters from beginning to end, he certainly knew.





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The advertising deadline for the next issue of Scootering (June 2015) is Monday, May 4, 2015
 On sale in newsagents May 28, 2015

Free ads, personals, club do's & events
 These are all to be booked via the website at www.scootering.com or via post to: Scootering Magazine, PO Box 99, Horncastle, Lincs LN9 6LZ

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NEW PRODUCT

RLC 'Maxi Flusso' Lambretta manifolds

Rimini Lambretta Centre has developed a new manifold to suit any piston-ported barrel equipped with 25-30mm carburettors. The idea was (like the Ancillotti SS manifold of the 60s) to make an over-sized version of the original manifold, allowing the carb to be positioned horizontally and as close to the engine as possible in order to maximise clearance to the side panel.

This permits the use of unrestricted inlet rubbers like Tino's Breathe Sweet filter conversion. Versions of the manifold are available to suit either the older clamp-on style of PHBH carb, or current rubber-mount types from various manufacturers. As standard the manifold suits 200cc cylinder inlet stud spacing, however there is also a marking for the 125/150/175 stud drilling.

The inside of the manifold will require grinding to match your chosen cylinder kit.

RRP £42.90, for more info see www.riminilambrettacentre.com



VOLANTE CENTER SPINNER FOR LAMBRETTA DISC BRAKES

PM Tuning was one of the first companies to offer a disc brake manufactured from aerospace quality aluminium alloy for the Lambretta. The firm's original 'pepper-pot' design has now been copied by various companies across the world, but that didn't stop PM Tuning developing its own product

further. The Volante CNC billet alloy single disc conversion was next on the list, and as the range grew so it further developed so that now PM Tuning is able to offer the Volante centres for those with a pepper-pot style of disc who want to change the look of their wheel without buying a complete new unit.

Now suitable for AF and SIP tubeless rims (by fitting the longer 33mm bolts which are

also supplied) as well as standard split rims, an original style centre spinner is available for those with a Volante type that also want to change. The price is £47.94 per spinner, via www.pmtuning.co.uk



Shiny Casa Boots

New from Casa Lambretta via its UK importer Scooter Restorations are these chrome fork covers that feature green Casa Lambretta badges. Designed for the Lambretta D and LD models, we quite like the idea of modern day branding on such accessories rather than the common practice of copying old, defunct brand names.

After all, the likes of Super, Ulma and friends didn't copy, did they? The price for a pair of these new Casa covers is £45 and who knows,



they could be the rare accessory of the future!
 Contact Scooter Restorations Ltd on 0115 927 7277 or visit www.scooterrestorations.com

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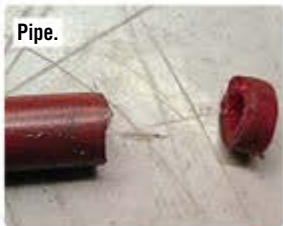


READER TIP

SIP speedo temperature sensors



Plug.



Pipe.



Plug, sensor and pipe.



Plug, sensor, pipe and cap.

Scotty from Darlo has come up with a clever solution to the problem of obtaining accurate temperature readings for those using the SIP speedo.

SIP supplies several alloy rings for the temperature sensor that are designed to go under the spark plug, however the recessed design of the Lambretta head makes this impossible without modification to the fins. Scotty's solution was to fit

the ring over the ceramic section of the spark plug after fitting, and to hold this in position with a cut section of fuel pipe slid over the plug before fitting the cap.

This makes for much more accurate readings than the previous workaround of bolting the sensor to the cylinder cowling bolt, and reduces the chances of damaging the sensor each time you take a plug out.

Superman and Lone Ranger ride a Vespa

Henry Cavill stars as Napoleon Solo and Armie Hammer is Illya Kuryakin in the forthcoming *The Man from U.N.C.L.E.* film, directed by Guy Ritchie and set for release in August. Filmed in the UK and Europe, no surprises for guessing that this scene was shot in Italy. (Photo: Daniel Smith, Warner Bros Pictures)



Mystic scootering movie – from France

French scooterists with talent and imagination have created a 30 minute movie called *Azimuth* which combines scooters with music, mysticism and the legendary black dog Barghest.

It's been shot in the Dunkirk area of France, so bunkers and beaches are a prominent feature, and it's the story of a young guy who loses his scootering mates, gets lost in the dunes at night time and begins searching for a way to rejoin his 'pack'. The tag line is: "A dog barks and the pack follows!"

According to producers Les Films du Vril: "From signs and symbols to strange indications, he will make a way through a labyrinth of ruins up to a beach on which he will be expected. He will soon understand that his running is connected to another event which concerns him and that the azimuth must be reached anyway."

The team need your help to realise this film and produce it in the best possible way, and have therefore launched a 'crowd funding' scheme to raise extra funds. Visit www.kisskissbankbank.com and search for 'AZIMUTH' where you will also find a promo film. Enjoy...

From PX to GS...

These retro Vespa GS-style body parts are now available for the Vespa PX, T5 Classic, and LML scooters from VE UK. Custom made from steel to reproduce the original old Vespa style, the panels are direct replacements for the standard items fitted to the scooter, the side panels as a pair, complete with lock and latch assemblies, and are suitable for machines with the seat catch located under the seat.

For owners of front drum brake models, no modifications



are required to the front mudguard. However, disc model owners will need to add a slot to allow the brake hose to pass through the body of the mudguard.

To view the complete range of Vespa panels available from VE (UK) visit: www.ve-uk.com

SIP CHOPPING BOARD

Yes it's kitchen ware. What is scootering (with a small 's') coming too? The latest item to bolster the catalogue of SIP Scootershop is a Vespa chopping board for your kitchen. Measuring 143mm x 233mm, it is made of melamine laminate (Resopal) in Germany, apparently with the same machines and production technique of boards from the 50s and 60s.

Approximately 2mm and with a high gloss surface that is abrasion, acid, pressure,

heat and moisture resistant the design parodies Where's Wally? with a drawing by Marion Kraetschmer inviting you to search for Vespa scooters in the main square of Landsberg, SIP Scootershop's home town. It retails at around £7.30. Visit www.sip-scootershop.com for more details.



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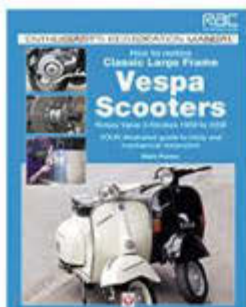


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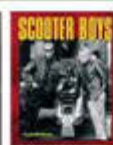
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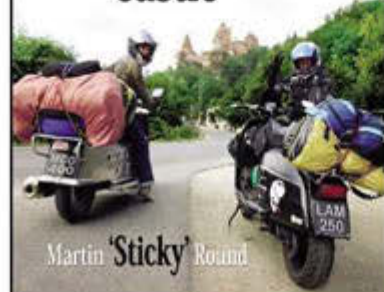
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FRANKENSTEIN SCOOTERS to Dracula's castle



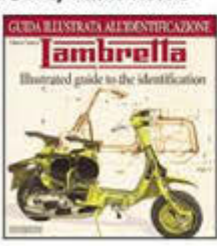
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This month we've been listening to...

Various Artists – *Swinging Japan (Acid Jazz)*

This 14 track compilation album features some of Japan's "finest Neo-Mod and 'J-Mod' bands," according to the press release, selected by Acid Jazz to no doubt educate us all further as to the wide world of good music.

For this is that, a fine selection of tracks from the garage style: *Six by 6*, the funky soul of Soul Mission's *Groovy Foundation*, revivalist (and Jam-esque) *Keep Running From Reality* by Sandiest, and a rather splendid cover of *Blow Up* by Les Cappuccino.

An eclectic collection if truth be told, but of the usual high quality you come to expect from Acid Jazz. Buy it and become enlightened further. Visit <http://acidjazz.bigcartel.com>



Various Artists – *Modernists:*

A Decade of Rhythm & Soul Dedication (Kent)

This is one of those compilations you pick and know it can go one of two ways. This one goes the right way, offering that rare feature that should you be DJing a rally and need to spend a penny or go to the bar, the first half dozen of the 24 songs here at least will keep the dancefloor grooving along nicely in your absence.

The Mod Jazz team of Ady Croasdell and Dean Rudland are behind this release which boasts some fine examples of high-calibre rhythm and soul, including Little Eva's *Dynamite* which is a bit of a cracker. Jeb Stuart's *Soul Jerk It, Baby* kicks things off in a boogaloo soul style, Robert Moore's fast moving, brass laden cover of *Harlem Shuffle* a couple of tracks later confirms the concept here; upbeat dancers.

Mel Williams' *Jet Set* is a little more steady, but the name continues the theme, and even later *Bugalo Pete* by Lester Young & The California Players keeps the pace hot.

Inside there's a 16 page booklet with track info and artist photos, all in all making another winner from Kent.



Various Artists –

Rock, Wreck & Rule (Cherry Red)

A 40 track double CD compilation that will take you back to the sweating days of the 80s when the crumbling Clarendon Hotel in Hammersmith was THE place to be for Klubfoot night as far as any psychobilly worth their quiff was concerned.

The collection spans psycho to rockin' and beyond with the likes of Guana Batz, The Sharks, and Restless rubbing shoulders with King Kurt, Frantic Flintstones and Long Tall Texans. The Meteors' cover of The Stranglers' *Go Buddy Go* kicks things off very nicely indeed, *Holy Hack Jack* by Demented Are Go following in their distinctive punk/psycho/necro style.

The Highliners lighten the mood a little later with *Inspector Clouseau*, and the Coffin Nails *Penetration* is one I'd long forgotten. Among the rest are Sugar Puff Demons, Batfinks, Go-Katz, Radium Cats, Stage Frite and many more; not all gems, some flawed diamonds, but all part of the story that is the great British psychobilly scene.



Various Artists – *Satisfaction*

Guaranteed: Motown Guys 1961-69 (Kent)

Interest in the Motown sound of 1960s Detroit is at arguably a higher peak than it was back in the day. A 24 track collection of previously unissued recordings will undoubtedly have pulses racing among Motown aficionados everywhere.

A companion CD album to *Finders Keepers: Motown Girls 1961-67*, *Satisfaction Guaranteed* shines the spotlight on the Motown men. A few alternative and different interpretations of Motown classics, such as *He Who Picks A Rose (take 1)* by The Temptations and *Together til' the End Of Time* by Frank Wilson rub shoulders with unknown gems like Edwin Starr *The Sound Of Love*, The Spinners *Hold On To Me* and Jnr Walker *My Girl Annie*.

Packed full of unissued gems, if Motown is your thing, it's a must-have compilation.



Boss Sound Manifesto – *In It For The*

Good Times EP (Black North Records)

Here are one of those bands that I seem to have known about forever, but have never got round to tracking down until recently. Belfast based, they have a slightly more rocksteady (in the Bodysnatchers usage) approach, loping along nicely instead of flat out stormers, although Full Moon Crazy Dog perhaps has more of The Selecter about it than the others, and there is more than a touch of soul down in the mix too. There's a lot of emphasis on traditional sounds though, no rock and roll guitars ripping through this one. The keys have a nice 'bubbling' Hammond sound about them, the bass drops in just the right place, knowing when to hold off, and the warm horns soar above everything else.

Four tracks make up the physical (vinyl) only, available from their Facebook page) EP release, but a further two are included with the download version which is available both from their Bandcamp.com page and from the usual suspects.



Ed Rome –

Snapshot: Dubs & Subs (Slam Door)

Rome goes from strength to strength; his latest offering, a 14 track CD of early reggae and old-school ska (with a little soul) featuring a number of guests, leaving you wondering why he's not a bigger name.

Dennis Alcapone toasts us off with *Tidy Up Version*, followed by Freddie Notes on the more 70s influenced *Don't Believe the Hype*. Rhoda Dakar adds a lover's rock feel perfectly to *Feeling Undone*, her vocals just as haunting on *Feeling Dub* straight after.

Germany's Dr Ring Ding plays trombone to *Final Bow*, jazz trumpeter Andy Casterton appears on *El Gringo*, former colleagues from The Big also feature, as does Specials' vocalist Neville Staple and soul funk vocalist Clair Witcher. Thing is, none of these 'guests' sound as if they've been booked to add sales.

Each and every track has been written perfectly for those performing on it, smoothly moving on to the next, the off beat carrying forward, your feet tapping, the groove continuing until suddenly its over and you press 'repeat' and enjoy it all over again.



This months reviewers are Andy, Sarge & Nik

CELEBRATING 30 years of SCOOTERING and counting!

So what were you doing 30 years ago this month then? It's a bloody long time ago when you think about it. Slightly scary too when you consider what else in the world has changed over three decades...

It's a list I wouldn't want to write; supersonic airliners have disappeared, as have Lambretta factories. Super-charged scooters appeared briefly then quietly disappeared, production of geared Vespas stopped and then started again.

Scooters sold like hot cakes through another boom in riding, although sadly sales aren't so good these days. And who would have thought that one of Piaggio's biggest products today would be a three-wheeled scooter with automatic transmission and a four-stroke engine?

Equally, I'm sure few would have imagined back in 1985 that *Scooter* would continue for such a time, let alone with such an enthusiastic bunch of readers, many of whom have been with us since the beginning.

There have of course been many changes over the years, but somehow scooterists seem to keep in touch. Just a few days ago as I write, I was having a pint with former owner and editor Stuart Lanning, both of us having ridden hundreds of miles up to Scarborough in the less than appealing weather for the Easter Bank Holiday scooter rally. He may have moved on but is still

scooter and indeed heavily involved with the scene, namely as owner of the Lambretta Museum in Weston-super-Mare.

By coincidence Ged got in contact with us a short while ago, the chap behind the original Mick De Mod cartoons from the very early editions. He's kindly drawn us an anniversary 'Mick' which you'll find on page 8, to celebrate 30 years on the shelves of your favourite newsagent (or scooter shop of course!).

That led me to speak with another former editor, Gareth Brown, passing on Ged's regards and putting the two back in touch again for the first time in years. Such is scootering.

Back to Scarborough and it was good to see both Maca's own No. 1 DTC at the show there (as featured on page 30) from the very first issue of *Scooter*, but also other classic custom scooters from over the years such as Sign of the Snake and The Sentinel.

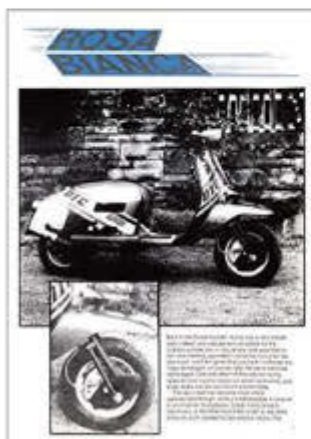
This year also sees a number of other anniversaries in the world of scootering, mainly Vespa related with the GS, SS and T5 all celebrating a round number, the latter being the same age as *Scooter* of course. Best we blow some cobwebs off those then sometime in the year then, hey?

I know when I was working on the 200th edition back in Weston-super-Mare I never imagined we'd be putting together a 21st anniversary edition, or the 25th which we both subsequently published, so for all those who fancy a bit more reminiscing please do check out the back issues available via the *Scooter* website (www.scooter.com) as we took quite a few strolls down memory lane with our previous anniversaries. And for those who have lost or who never bought issue 1, we reprinted a copy to give away free with our 25th anniversary edition. Just so you know!

Anyway, thanks to everyone out there in the world of scootering for helping to make *Scooter* as popular now as it's ever been. It's about what we all love and do – riding our scooters, wherever that may be on this little planet of ours. And as always, this magazine is about you, the scooterist, so if you've any ideas or suggestions for articles that will see *Scooter* remain at the forefront of the scene for the next 30 years, please feel free to drop us a line!

Cheers,

Andy



Tucano Urbano price cuts

Thanks to the strong British pound, Tucano Urbano has said it is able to cut prices across the range of products which its UK subsidiary buys from the Italian parent company.

The technicals ins and outs don't interest many readers I'm sure, but the roughly 15% discount will be music to many ears meaning popular jackets like the Trip are down to a RRP of £189.99 from £209.99, 4Tempi from £169.99 to £149.99 and crash helmets from £169.99 to £129.99. For more information see your local stockist, a number of whom can be found advertising among the pages of *Scooter* magazine.

New address for Authentik Scooters

South-Western French classic scooter tuners, racers and repair specialist Authentik Scooters has moved to a new shop in Anglet near Biarritz. The new address is AUTHENTIK SCOOTER, ZA MAIGNON, 8, allée Didier DAURAT 64600 ANGLET.

Mike Phoenix on the move

Having outgrown its present site, Mike Phoenix Scooters has recently moved around the corner to Unit 13, Denton Enterprise Centre, Pitt Street, Denton, Manchester M34 6PT. The telephone number is 0161 336 1636.

LAMBRETTA TOOLBOX LOCKS

Scootopia continues its flat out classic scooter part reproduction work with a whole range of Lambretta toolbox locks. For the Series 1, a copy of the original FISAM toolbox lock is available for £16.80, and for the Series 2 and 3, copies of the original CAMA toolbox locks cost £14 each. Then for the DL/GP black range, a repro of the original CAMA toolbox lock in black (as it's supposed to be) is available, also for £14. Locks and keys are all stamped with their respective numbers and

NEW PRODUCT

manufacturer's details, as per the originals, and all look spot on for that perfect restoration you've been planning... Contact Scootopia on 01934 641811 or visit www.scootopia.co.uk



New season, new clobber

The latest items from Italian rider clothing producer Alpinestars include J-6 Waterproof Shoes (SRP: £129.99) constructed from full grain leather and suede while incorporating a 100% waterproof membrane and boasting an ergonomic MX-derived ankle guard for protection in key areas. Casual, yet safe and from early experience, damn comfortable too! We'll keep you posted on these...

Meanwhile the ladies get a tidy new coat for 2015,



the Stella T-Jaws waterproof textile jacket (£189.99), specifically designed for an optimised female fit. It incorporates a membrane ensuring a 100% waterproof performance and removable thermal liner, as well as having class-leading protection where it matters. www.alpinestars.com

LAMBRETTA WORKSHOP OVERALLS

These new cotton overalls are available from Armandos Scooters, perfect for anyone wishing to recreate those halcyon days when Lambretta enthusiasts rode around in such items at rallies and parades.

Sizing ranges from Medium to XXL, the colour option is navy blue, and the retail price is £90 plus £10 p&p (UK), £20 Europe and £25 rest of the world. For more details contact Armando's Scooters in Sheffield on 0114 273 0464.



DRESS IN STYLE.

RIDE NAKED.



Pol, biker jacket in waxed cotton.

Performance : breathable, windproof and water-repellent with waterproof zippers.

Armour : CE D30™ level 1 elbow and shoulder armour, back armour pocket.

ReflActive System® : retractable reflective inserts.

Usage : everyday life, with and without a motorbike.

Available in major brown and toffee.



NEW PRODUCT

Programme MTech CDI for Vespa PX 2014-on and Ducati ignitions



Chiselspeed now has stock of new programmable MTech CDI units for the new style restricted ignitions (12-pole) used on the latest PX125s. These cost £99.50 inc VAT and will come pre-loaded with two maps selectable by switch on the unit; an unrestricted version of the original map and another to suit mild kitted engines.

Further maps can be supplied to suit any engine spec if the customer either

posts the unit to Chiselspeed or puts their scooter on the Chiselspeed dyno to see what works best for their engine.

A second version has been produced in a small batch to suit Ducati-type (6-pole) Lambretta or Vespa electronic ignition systems. These will retail for £149.95 and again can be mapped to suit your specification.

For more info contact Chiselspeed on 01772 721714.

WIN RIDING GEAR WORTH OVER £700!

Those kind folks at Feridax (1957) Ltd are helping us celebrate 30 years of *Scootering* by offering four readers the chance to win one of four prizes (1 x Shoei open-face helmet, 1 x Spada jacket, 1 x Caberg full-face helmet, 1 x Spada back pack), worth over £700 in total!

First prize is one Shoei J Cruise open-faced crash helmet. This top of the range helmet from the Japanese manufacturer boasts a shell featuring organic and multi-composite fibres in various layers, that comes in three different outer shell sizes depending on head size (XS-XXL), and with both inlet and exhaust vents for cooling.

It has an EPS-liner system with multiple densities, detachable and washable lining and cheek pads for fit and comfort, main outer visor prepared for Pinlock anti-misting and QSV-1 internal sun visor too. J-Cruise also has ear pads to reduce noise, a micro ratchet strap system and is prepared for intercom installation too. The J-Cruise retails



from £339.99 to £429.99 depending on the design. (www.shoeiassured.co.uk)

Second prize is one Spada Staffy unisex wax jacket, manufactured from dry waxed cotton with a fixed tartan thermal lining, antique brass appointments for authentic heritage styling, adjustment at waist, collar and cuffs, storm flap, leather diamond panelled protection to shoulders and four-piece CE approved 'Impact Defence System' body armour. Available in sizes Small to XXL in either brown or black, the RRP is £159.95. (www.spadaclothing.co.uk)

Third prize is one Caberg Stunt full-face crash helmet. The Italian firm's latest offering features a polycarbonate outer shell, a completely removable and washable lining with hypoallergenic and transpiring fabrics, removable lower wind stop, vents to keep both the visor clear and the rider cool, and their DVT (Double Visor Tech), which consists of a transparent anti-scratch visor prepared for Pinlock, and an anti-scratch internal sun visor. The strap fastens using a micrometric buckle and the helmet is available in sizes XS to XXL (depending on

colour scheme) with a RRP of between £120 to £130. (www.cabergcares.co.uk)

Fourth prize is one Spada Sports Back Pack, RRP £59.99. Ergonomically designed for the rider, it is manufactured from water resistant 600D coated Ripstop nylon with chest and waist securing straps, waterproof zips and reflective stripe for extra visibility. It also has a high-visibility waterproof cover. (www.spadaclothing.co.uk)

To be in with a chance of winning, all you have to do is answer the simple question below, state whether you'd prefer the open or full face crash helmet (should you be a winner of course!), and post it to us to arrive no later than June 5, 2015 to: SC-MAY_FERIDAX, Scootering Magazine competition, PO Box 99, Horncastle, Lincs LN9 6LZ. (or enter via www.scootering.com)

Question: In what year was *Scootering* magazine first published?

A: 1979

B: 1985

C: 1995

Name

Address

Postcode

Telephone

The answer is: A ☐ B ☐ C ☐

Helmet preference: Full face ☐ Open face ☐

Email Address

Closing date: June 5, 2015

Terms and conditions apply. For full terms and conditions, see www.scootering.com The winners will be the first 4 names drawn at random. There are no cash alternatives available.

Disclaimers:

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VESPA & LAMBRETTA CRANK PINS

Jahspeed Scooters has a new range of crank pins available which it has developed over the years for the cranks it produces in-house.

With high powered engines in mind, Jahspeed realised that a weak link in the crank was the pin where the chamfered ends required for fitting were then not as tight as the rest of the pin within the webs once installed.

So firstly, the firm's larger pins are a little longer than standard, so that once fitted the chamfered ends can be machined off leaving the pin more stable in the webs as it in effect grips with its entire length now. John at Jahspeed tells us that the 22mm Lambretta pins are overall a stronger

part. A 1mm eccentric version is available for Lambretta cranks to take them from 60mm to 62mm stroke.

For the Vespa, John told us that there are not many con rod options with a standard 20mm big end, so Jahspeed has developed a pin that steps to 22mm, thus offering much more for those wanting to tune a Vespa engine further. The Vespa pins boast the same features as the Lambretta ones, except that the eccentric version is offset by 1.5mm taking a 60mm stroke to 63mm.

The RRP of a straight pin is around £60, eccentrics around £85 (plus p&p etc). For more details call Jahspeed on 01206 230735 or visit www.jahspeedscooters.com

NEW PRODUCT



Whispers have resurfaced of a **Ducati** possibly entering the scooter market. Or rather that should be re-entering given the company's history in the 1950s with the unsuccessful Cruiser and in the 1960s with the diminutive Brio.

The suggestion that Ducati might enter the scooter market, possibly with a super-scooter to rival the immensely popular (in Italy) Yamaha Tmax has been touted for several years. Speculation was reignited when the firm's boss, Claudio Domenicali, was interviewed by Italian website Moto.

The interviewer's suggestion that Ducati building a scooter was 'a kind of blasphemy' was roundly rebuffed. Instead Domenicali suggested that building a scooter was a possible way forward for Ducati. I'd love to see it, but Ducati should keep an eye on BMW's lack of success in that department, and also its own historic mistakes for that matter. Scooterists are not the same as bikers, as any pub landlord will tell you.

If you were ever wondering if there is going to be a let-up in the number of mad Italians making outrageous tuning parts for Vespas then the answer is: not just yet. **DEA Engineering** from the 'crazy two-stroke triangle' of Italy's Emilia-Romagna region is a manufacturer of Superkart motors.

Recently they've turned their hands to performance kits and exhausts for the smallframe Vespa. Currently they have two 58mm bore air-cooled smallframe kits for sale with cylinder reed. One is designed to run with stock 51mm stroke cranks while the other runs 56.7mm stroke. Prices range from €660 to €750. Word has it that their next project will be for Lambretta engines...

Electric future?

Motorcycles and scooters could potentially soon join cars, vans, trucks and buses in the government's drive for greener vehicles, Business Minister Matthew Hancock announced in March.

Up to £7.5 million will be set aside to boost the uptake for electric two-wheelers and "help bikers bridge the cost gap between a zero emission electric motorcycle and conventional petrol versions".

Apparently the grant could offer up to £1500 off the purchase price and allow motorcyclists to reduce both their running costs and environmental impact. The move comes following meetings with the electric Motor Cycle Industry Association and leading manufacturers including Suzuki, Harley-Davidson, BMW, Volt, and Mahindra.

Business Minister Matthew Hancock said: "This investment shows we are serious about

increasing the uptake of cleaner vehicles in the UK, and offer a fantastic place for firms to locate their research and development and manufacturing facilities. Supporting new technologies is a key part of our long-term economic plan."

Transport Minister Baroness Kramer said: "This £7.5 million for electric bikes demonstrates our commitment to all ultra-low emission vehicles, from motorbikes to cars and trucks. From navigating city streets to putting in the motorway miles there is now a genuine low emission choice for everyone and electric vehicles are now ready to go mainstream. We are determined that the UK continues to be at the forefront of this vital revolution in transport."

A report in the Standard soon after this press release came out mentions the £11,000 Zero SR motorcycle, which one assumes is what the 'up to £1500' discount applies too, rather than a cheap £2500 electric scooter from China.

Now while I've ridden a Zero and it is bloody impressive with the one I tested having a top speed in excess of 80mph and a useable range of over 75 miles depending on how you rode it, there are a few problems with it. Firstly, the price tag, even with a grant that's still a bike that costs almost £10,000 and takes three or four hours to refuel.

Secondly, there is the battery range, the SR apparently having 105 miles between charges. And also the fact that Zero left the UK market last year due to lack of sales and support, leaving only one service centre in the Midlands, which is unfortunate for anyone further than 105 miles away from Halesowen that needs their Zero looking at.

I truly do like riding electric scooters and bikes and believe they have a future (if for no other reason than less petrol vehicles out there means more fossil fuel for our classic scooter habit!), but until prices drop and technology improves, it's still far too rich a game for most of us to join in with.

Dave's Nostalgic Custom Corner



One of the feature machines of the very first issue of *Scotering* back in 1985 was the Lambretta chopper, Exile. For those that don't know I consider Exile to be the most influential custom scooter ever built, so much so that in 2012 I even built a tribute scooter keeping as close to the original as I could.

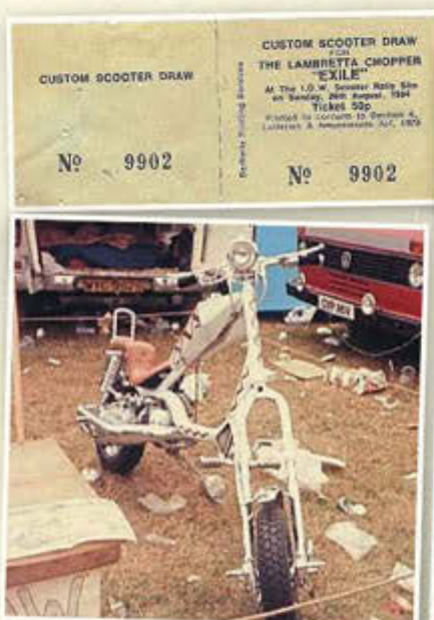
During the build – and subsequently – I have kept in touch with the original creator, Russell Mitchell, who went on to launch Exile Cycles in California, building one-off custom motorcycles. Since then I've managed to find out quite a few unusual facts about both the iconic scooter and its colourful builder.



Above was the original *Scotering* photograph of Exile taken at the Newark Showground Rally of 1984, quite apt as Newark was back on the calendar last year for its own 30th. As the first edition of the mag didn't come out until May '85 it seems funny that the feature was published quite a long time after the scooter had been sold on, and was in fact in a state of being changed.

When you think Russ only actually showed this chop from May until early August 1984, it achieved an impressive roll of honour over just five rallies and one custom show; Torquay – Best Chop/Cutdown & Best Overall. Gt Yarmouth – Best Modified & Best Overall. Newark – Best in Show & Best Chopper. Dunbar – Best Chopper.

Colwyn Bay – Best Chopper. Glevum Stax Custom Show – six trophies! With a bit of detective work I believe the picture below was taken behind the hall after the Glevum show, a copy of the original used to hang pride of place in the *Scotermania* 'office'.



After unsuccessfully trying to sell Exile privately for £1500, Russ decided to raffle the scooter at the IoW August Bank Holiday rally in 1984. So along with his fellow club members he sold just over 3000 tickets at 50p a time during the weekend – I'm sure some of it went on cider though! At 6pm on the Sunday he took to the stage and drew the winning ticket, and the lucky contestant, 'Cockney' Pete McAleavy took ownership. Russ tells me he kept one of the tickets as a memento, and still has it on the wall in his LA office.



The forks on Exile are, for me, one of the stand-out features. Made from a straight 3.5m length of solid hexagonal bar they had to be twisted evenly, curved to the correct angle, have the boots welded on and then be machined to take Lambretta fork springs.

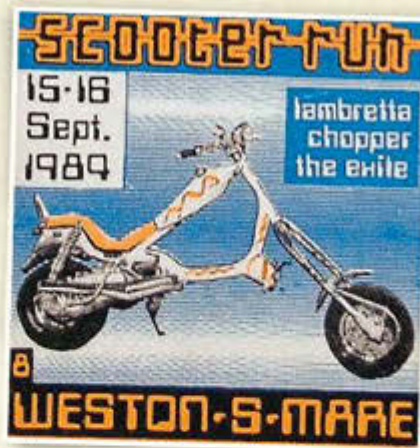
They were then mirror polished and chromed – which due to the weight was no mean feat! If I am correct there have only ever been three sets of forks built like this – the ones on the original Exile, a pair I had done for my chop The Scream and the ones made for the tribute scooter.

After winning Exile at the IoW 'lottery' Cockney Pete actually broke down on the way home! Although he kept Exile as it was for a couple more rallies by the start of 1985 he had decided to build a new scooter called 'Cockney Rebel' based on the frame, etc.

It had a new engine and exhaust, re-covered seat, larger mustang tank and it was given a new theme and colour. This consisted of a red base, gold leaf ribbons and a Confederate Iron Maiden mural on the tank. Very sadly after only being shown at one custom show (Peterborough) and making an appearance at the IoW 1986 rally it was stolen, and has never resurfaced.



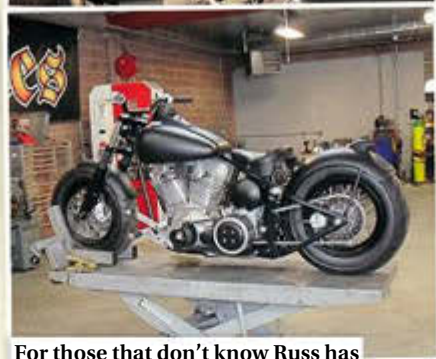
Probably the most widely remembered picture of Exile. It features Russ's girlfriend at the time Tracey, a true beauty that sadly is no longer with us - RIP. The actual picture was taken by Russ himself and sent in to *Scootermania* where it appeared in Issue 32, and later on in *Scootering* too.



Eventually, Exile, like all of the era's top custom scooters, made it on to an iconic Paddy Smith rally patch. This wasn't until the WSM rally of September '84 however, just after been sold on! There was also a bit of unrest when it was successfully entered into the custom show of that event - under a new owner. One slight fault of the patch you may notice if you look closely is the fact that PSD printed the word 'The' in the title; this was never the case!



I created my tribute to Exile, 'Exiled' in 2012, pictured here early in 2015 with my 10-day-old son Vinnie Wray trying it out for size. My plan was always to keep as close to the original as possible and with help from both Russ and some great professionals I hope I have achieved that.



For those that don't know Russ has become one of the most successful custom bike builders around.

Exile Cycles, has grown from modest beginnings into a multi-million dollar corporation. Known for a clean, tough, industrial look, they specialise in minimalist styling, base colours and nonconformity.

Russell himself is also a bit of a media celebrity, competing in many of the Discovery Channel's Biker Build-Off shows as well as the World Bike Build-Off and the Build or Bust series. He now lives with his wife Rachel and their family Lucas, Babette and Mitch at a beautiful home in the hills above LA.

HEDCAM Ten80 helmet camera **Tested**

Price: £167.99 Contact: Hedcam.com

One of the things I dislike about all the main action cameras is their size and weight; particularly those that need a separate housing to be waterproof. Hedcam's Ten80 breaks the mould and instead offers full 1080P HD video recording in a waterproof device that is about the same size as my thumb.

The camera weighs a piffling 39g and comes boxed with numerous mounting accessories for helmets and goggle straps. I'd say it was much safer to mount something like this to the side of a helmet than a bigger action cam.

Operation is simplicity itself – there's only one button to turn the camera on and start recording. The button itself annoyingly lacks any feel to know you've activated it, but the clever part is an in-built laser that fires briefly at the start of each recording to both confirm activation and alignment. Hold your hand in front of your face and the red laser dot tells you that you are rolling.

HD footage from the 5MP sensor is okay, but not as sharp as GoPro Hero 3+ or my SJ1000. The camera takes a while adjusting to rapidly changing contrast conditions and the image seems more sensitive to vibration than some other cameras.

I used the Ten80 on Vespa Raid Maroc and it survived the dust-drenched trip unscathed, though admittedly dust on the lens affected the quality of image –

as it would with any camera. Riding footage samples: www.youtube.com/watch?v=fPdmzzQ8f4E

PROS

- Tiny size and low weight.
- Great layout for helmet cam.
- Mounting accessories included.
- Laser alignment and confirmation a great idea.
- Waterproof (10m) without need of an extra housing.
- 120° field of view is low distortion and ideal for helmet cam use.

CONS

- Battery not replaceable – expect around one hour recording from fully charged.
- Settings can only be adjusted when connected to a PC/Mac.
- When waterproof back is fitted the mic is covered and it records little sound.
- When the other (drilled) rear cover is fitted the camera isn't waterproof.
- Start button has no feel and start-up laser is slow to respond.
- No screen or wi-fi, so footage can't easily be viewed 'in the field'.

Verdict: Many larger cameras offer better image quality and technical features than the Ten80, but if small, simple, waterproof and lightweight are your main priorities then this is the ticket.



If only all helmet cameras were this small.



Laser beam briefly confirms alignment and recording status.



Compared to an SJ1000 and housing the Hedcam is tiny.

COMBINED NUMBER PLATE LIGHT AND INDICATOR BOLT

Those building custom scooters that are looking for the tidiest and tiniest rear indicator solution could do a lot worse than check out Alchemy's integrated number plate bolts which feature super bright LEDs for both the plate illumination and also acting as amber indicators. Note that to use LED indicators you will also need either additional ballast resistors or a dedicated LED flasher unit. Retail price is £24.95 per pair. www.theonlinepartsshop.co.uk



SCOOTERING

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Scooter Accident Essentials

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THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

What now?

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else. I guarantee to give you straight advice and do all I can to help you avoid falling into the wrong hands.



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Choosing your own solicitor after an accident can make all the difference to the success of any subsequent claim



CUT OUT AND KEEP

CUT OUT AND KEEP

Tested Tucano Urbano 4Tempi jacket

The first Tucano Urbano jacket I tried was the Bora which I still use regularly. Next was the Dora which had all the features of Bora but with improvements like elasticated windproof cuffs. The Four Seasons, or 4Tempi jacket is a further upgrade with improved features of both Bora and Dora.

Impressive waterproof and breathable outer layer, thick removable thermal liner and more pockets than a snooker table. CE elbow armour is provided with DE30 armour available separately to fit into the elbow, shoulder and back armour pockets.

It's the little details that make all the difference; the long zip pulls, the elasticated wrist cuffs that really keep the wind and cold out, the zipped side pockets within the front pockets and the subtle yet effective 'Reflective' foldaway visibility flashes. Soft material neckline increases comfort and as it's quite low cut it doesn't get in the way of my helmet strap. Plenty of pockets.

There is a handy detachable waterproof hood which pops into the outer neckline. Bora's waterproof hood tucked away into its own neckline but you'll have to store the 4Tempi hood in one of the many pockets and it is a little bulky.

Most Italian kit tends to be on the snug size, Tucano Urbano's sizing guide is helpful, however, I found the Four Seasons to be a very slim fit compared to their other products I've tried, emphasising the need to always try before you buy.

Thankfully this jacket has proved more than capable of keeping the water out in the 700 odd miles covered over the winter season so far. It may have been a relatively mild winter but early starts saw temperatures in the minus as well as some snow. Using the right base layers with this jacket I didn't freeze. The 4Tempi will see plenty more miles this year so there'll be an update on the next two seasons soon.



Available in dark grey or black and female sizes XS (UK6) to 4XL (UK20) at the recently reduced price of RRP £149.99 (men's cut and sizes also available). UK stockists include MSC, Scooter Crazy, or check out others that advertise here in *Scootering*.

Ann

WIN DISC 30 TICKETS AND ACCOMMODATION WORTH OVER £250



Thirty years after the DISC 85 event held at Donington, the EMSA (East Midlands Scooter Alliance) is organising an anniversary rally on June 19-20. Also back 30 years on are psychobillies The Meteors who will be headlining the event, ably assisted by rally favourites Basket Case among others.

EMSA's anniversary event takes place at Donington Park Farmhouse campsite, which boasts superb facilities. They will also be utilising the Tarmac lake at Donington for sprinting and the prestigious Launch Pad suite for the Custom Show. Hotels and B&Bs are located in the surrounding area, but if you would like to be in with a chance to win a room for two on-site and a pair of weekend admission tickets simply answer the following question and send your entry to reach us no later than June 1, 2015: SC-MAY_DISC, Scootering Magazine competition, PO Box 99, Horncastle, Lincs LN9 6LZ.

In 1985, Vespa UK raffled a new PK Scooter at DISC '85, was this model:

- A: ET3**
B: ETS
C: ET4

Name

Address

Postcode

Telephone

The answer is: A ☐ B ☐ C ☐

Helmet preference: Full face ☐ Open face ☐

Email Address

Closing date: June 5, 2015

Terms and conditions apply. For full terms and conditions, see www.scootering.com The winner will be the first name drawn at random. There are no cash alternatives available.

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AF long range Lambretta tanks

AF Rayspeed has recently had produced some new long range fuel tanks for the Lambretta Series 3 range of scooters, based around the standard tank with regard to style. The tanks feature cutouts on both sides for carburettors, making them universal for different kits and therefore ideal for a rider who may decide to upgrade their engine down the line. The capacity is about 11 litres and you will have to dispense with your airbox and battery tray to fit one.

The RRP is £85 including suitable tank straps and for further details contact AF Rayspeed on 01944 710693 or visit www.afrayspeed.co.uk

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Is London legislating bikes off the road?

I have a 1999 Vespa PX200 which can literally ride rings around cars stuck in a traffic jam and when parked takes up hardly any space. So why has the bike industry let Boris legislate against powered two-wheelers?

In 2020, London's Ultra Low Emission Zone comes into force. For those not from the South East or not involved in the haulage industry, there is currently a Low Emission Zone in place around London (almost as far reaching as the M25) that restricts all goods vehicles of a certain age (pre-2002 for light vans, pick-ups etc, 2006 for lorries, coaches etc.), from entering unless they pay a hefty £100-£200 per day, seven days a week, 365 days a year. This means if you're an OAP subsidising your pension by repairing lawnmowers for a few extra quid with a little van to carry your tools around in, well, you can't use that any more unless you pay the charge.

The thinking behind such a zone is to reduce pollution in London, in the same way that the congestion charge in the centre of the capital is there to reduce traffic congestion.

However, while TfL (Transport for London) appears to concede that powered two-wheelers (PTWs) are a solution to traffic congestion – with mopeds, scooters and motorbikes exempt from paying the Central London Congestion Charge – the same logic has been ignored when it comes to emissions. So, when the ULEZ regulations come into force in 2020, only powered two-wheelers that meet the latest Euro 3 emissions regulations will be exempt from paying £12.50 per day to enter London. Except – and this is partial good news – vehicles classed as 'historical' with regards to VED (Vehicle Excise Duty) will also be exempt.

'Hurrah' you may shout, for under the current Government (which as I write potentially has just a handful of days left in power) the 'historical' classification applies to all 40+ year old vehicles, and the system is a rolling one which means that every year it is extended by 12 months. So then, why don't I leave my 1999 Vespa PX200 at home, and instead commute into London on my 1962 Lambretta Li?

Well dear reader, that is slightly missing the point, which is, why are all PTWs not exempt from this ULEZ charge? After all, they are exempt from the Central London Congestion Charge, and also from other road-charging schemes such as the Dartford Crossing, Humber Bridge and Severn Crossing. Why? Because PTWs are a solution to traffic

“Schemes that begin in the capital are likely to eventually be rolled out across the country, coming to a town near you soon.”

problems, not a cause. So back to pollution and let's have an analogy; would you rather stand at the side of the road in London and have a 1999 Vespa PX200 ride past you in a matter of seconds, or stand next to a car, jammed in traffic with its engine steadily ticking over and pumping out noxious fumes for 15 minutes or so as it tries to get across a busy junction?

It doesn't take a genius to quickly work out which is the most polluting. And remember, the PTW will also consume less petrol getting there quicker, and take less space to park upon arrival as well.

But while some of you are cheering that your historic scooters will initially be exempt from Boris' latest vehicle-restricting, revenue-raising legislation, what about the bigger picture? Remember, if historical vehicles are seen to be better options for some then the chances are the demand will increase and therefore prices will rise.

Also, the current automatic 40 year rolling exemption of VED for 'historic' vehicles only continued thus last year after it's initial roll was halted – so what's to stop that happening again when someone in power decides that the amount of revenue 'lost' by giving away 'free' VED to historical vehicles would be better spent on installing another MP's duck pond, or paying to furnish a second home?

Another thing to consider is that historical vehicles currently have an ally in the House of Lords with a number having a great interest in historic vehicles themselves.

But who will be on our side when these petrolheads are gone?

Finally, Boris Johnson might only be Mayor of London at the moment, but if the mainstream press are to be believed, he apparently has his sights set on bigger things. Schemes that begin in the capital are likely to eventually be rolled out across the country, coming to a town near you soon.

So those who think this is a victory, think on. The battle is just beginning. The threat against the freedom to ride scooters and motorbikes is more serious now than it has been for a long time.

And consider this too – from 2020, anyone attending the London Ride of Remembrance, Buckingham Palace Run, Great London Rideout, meeting with the Bar Italia SC, or attending any other riding event in central London, will either have to do so on a new scooter, or a pre-1980 machine (presuming the rolling VED exemption for historic vehicles hasn't been cancelled again), or pay £12.50 for the privilege to ride a congestion-busting powered-two-wheeler in the capital.

Even on a Sunday.

Andy

ABOUT THE EDITOR

Since half pushing, half riding his first Vespa 90 home in the 1980s, Andy has consistently had an unhealthy interest in scooters. Riding them for both pleasure and commuting ever since, he first contributed to *Scooter* magazine in the early 1990s, progressing from part-time, to full-time staff member over the years, and then became editor in 2003.

He's ridden hundreds of scooters, classic and modern, from a 50cc Lambretta Luna to highly tuned Super Monza, and a 1946 Piaggio prototype of the Vespa, as well as snapping the stupidly long forks on an old Vespa PX chopper in Weston-super-Mare back when he was young enough not to care. Today his PX200 is fairly standard, and his Li Series 3 is a parts guinea pig.

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Trigger Happy

A voice from the Young Guns SC

So, *Scooter* magazine is 30? We don't even have a former member who has hit that ripe old age yet, never mind one that was born as far back as 1985!

Yet, despite that fact I think it's fair to say the magazine has had an impact on many of our scooter club's members' lives, either in a big or small way.

It might seem ridiculous to some that a magazine can have an impact on anyone's life, especially one about scooters. However, it only becomes obvious when you actually think about it...

I was having a craic with some of the other lads and lasses in the club about their own experiences of reading *Scooter* magazine over the years. I'm pretty sure these mirror many people's over the years, especially those a touch too young to get on the road in the 80s. Like me, many of our club members would spend hours trawling through each month's mag, making sure they didn't miss a thing!

We'd be leering over the custom scoots, desperate to own one. Or going over every rally write up, desperate to be there! Jake Roberts, who already had an interest in the scene and owned an auto Vespa, stumbled across the magazine in a supermarket. "I remember coming across *Scooter* for the first time in Asda, I already liked scooters, but the magazine had me hooked straight away. It gave me the inspiration to get a PX, and start getting on the rallies! It really opened my eyes to what was going on in the scooter scene. I love the mag so much, I covered my bedroom wall in it!"

In the last 30 years or so there's been a lot come and go in the world of scooters. The

“I remember the first time I managed to get into the magazine, as a parka-wearing youth in Morecambe.”

PX has stopped and then restarted started its production, the iconic T5 has been and gone, we've seen the last Lambretta's ever produced. I think one thing will never change, and that's the buzz of flicking through the rally pages and seeing your own ugly mug or a snap shot of your scooter.

I remember the first time I managed to get into the magazine, as a parka-wearing youth in Morecambe. Now, I think most people are probably sick of seeing my dodgy shorts, month in month out! Cheri, a midwife from Wales explained to me about the first time she saw her own scooter in the magazine: "I bought my LML purely as transport to get to work and back, but I started getting involved in the local scene.

"I started going to rallies, and seeing a picture of my own scooter in the magazine gave me such a buzz! I've never missed an issue since, and always love going to collect it when it's out. I'm probably a bit of a nerd for a girl, and love reading the tech articles!"

In a previous column I touched on technology, and the sheer pace it's moving at! Despite this, *Scooter* magazine is still probably the best medium in our scene to spread a message far and wide. It's surprised me, the sheer number of new

members the Young Guns have gained simply through this monthly column, especially after the crazy amount of online promotions and plugging we've done.

Like many of us, Adam Gray has been around the magazine for most of his life, and reading it in the first place was how he heard about our club. "My dad has kept all of the copies he ever bought and they're in our attic. I've always loved reading them. *Scooter* was the first place where I read about the YGSC actually!

"It was great to hear about other people my age in it and to be given a voice. Looking at all of the old rally pictures is also one of the best parts of the magazine, and I love reading about people's journeys half way across the world."

So even in this internet age, where there's a Facebook page for everything there's still something about glossy magazine pages that still holds value. It retains a prestige that the internet will never have. Like I said earlier, there's nothing like seeing yourself or your mates in an international magazine or the pride of having your scooter seen by thousands.

Long live *Scooter* magazine!

Jordan

WHO ARE THE YOUNG GUNS

The Young Guns Scooter Club is an organisation for under 25s that formed a couple of years ago in a very modern way – online – when three young riders started their own internet forum. Since then the ranks have swelled, with over 300 members from across the UK and beyond, with a cross-section of scootering types that reflects the

variety of styles on the scene. For more info or to find someone to either ride to a rally with or meet up with once there visit <http://youngguns.team-talk.net> or search for the Young Guns on Facebook.



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Scooter theft

In response to the plea from Lee of Dunstable, your Lambretta is out there somewhere and road legal.

The first port of call for any basic investigation about a vehicle, is the vehicle enquiry section on the DVLA website. Currently, it confirms that AXD is taxed, until April 1 (yes honestly!), while the MoT is due on April 16, 2015.

Now that vehicle tax renewals are increasingly online and all MoT centres are linked to the DVLA, the information about a vehicle's whereabouts are, in theory potentially available for investigation. It would also appear that this scooter has evaded alerts from roadside ANPR cameras.

Chances are, that the current owner is unaware that this scooter is stolen, and will face the prospect of having to surrender a stolen vehicle, with little chance of recovering their money having purchased it.

No doubt this theft has already been settled with an insurance payout, and any future recovery of this scooter becomes the property of the insurance company, in a similar manner to a vehicle which has been written off.

It's worth reading your insurance policy to see if you have the opportunity to buy back a stolen/recovered vehicle from your insurance company.

Vehicle theft has been confirmed as being a low priority for the police, so just how far can you encourage your insurance company and the police to help recover a cherished vehicle, if you have evidence it is being made road legal? Perhaps this scenario warrants a forthcoming article in the magazine?

Phil (Chesham)

Vespa Cosa carburation

I always read the feedback questions with interest and this time I would like to chip in regarding Michael Hale's doubts about his Cosa 200 carburation.

Sticky's diagnosis suggesting a blocked idle jet is spot on considering the symptoms described, although I feel the solution should be expanded slightly.

I have been a Vespa enthusiast since a tender age, have owned three 200cc Cosas throughout the years and still commute on one daily. Let it not be said that I haven't profusely tinkered with carburation as the empty spot at low revs seems to be a common denominator to several of them.

It's due, in my opinion, to approximate jetting from Piaggio in an undoubtedly dexterous attempt to moderate fuel consumption on a thirsty engine and also a



MARCH OF THE MODS

Many think the Isle of Wight only wakes up once a year, but Steve Robson, of Lambretta Day fame decided that the Island should hold a March of the Mods event, the national charity event for the Teenage Cancer Trust.

Starting at LA Bowl with entertainment from DJs Miss Chelle, Mitch Drake, KafTan and Missi Strut there was also an acoustic set from The Todfather. Next up, a mass march to the King Lud with live music from The How, and DJs Simon Ball and Jon Shove, the Lud were helped out by the nearby Blaze Café, who donated 20% of the day's takings to the event.

The march moved onwards to Coburgs for the rest of the evening's entertainment with DJs keeping people's feet moving and also music from The Dead Perrys, the Zinedines and Ska'd For Life.

As well as entertainment there was a raffle with some amazing prizes which included a *Scootering* subscription, Bestival tickets, signed Paul Weller photos, signed copy of Sawdust Caesars and tickets for the Small Fakers with PP Arnold to name a small few, as well as thanks to Pip! Pip! Design for the event poster with over £2600 raised so far from the day!

Michelle

very first attempt to lower emissions in anticipation of forthcoming emissions laws.

In order to do it, Piaggio added the infamous secondary air filter under the seat so they were able to fit smaller jetting. Which, in my opinion, makes the engine run imperfectly.

Originally, 200 Cosas fit the following setting:

- > Carburettor SI24/24H
- > Idle Jet 48/160, two and half turns on the air screw
- > Main Jets 160-BE3-92

An easy solution would be trying a 50-160 keeping the airscrew at two and half but bearing in mind it may need small adjustments.

The solution I have come to after lots of trial and error was to eliminate the secondary filter all together, this can be achieved quickly cutting the 'U bend' off the air hose so air bypasses the filter and goes straight from the frame to the airbox. This leaves us with an engine which is a P2 in essence and will need to be up-jetted accordingly with the adoption of:

- > 55-160 Idle Jet, two and half turns
- > 160-BE3-116 (with autolube)

The engine will breath much, much better but fuel consumption will shoot up accordingly, standard low gearing being an accomplice. Although it is well worth it in my opinion.

Let's keep as many Cosas on the road as we can, they are the pinnacle of Vespa evolution!

Italian Cosa Fan

TV21

Back in the 80s, *Scootering* came to Purley to photograph TV21 at Purley train station.

I helped Mick Taylor build the bike; do you have any pictures?

Alan Bartlett

(Sorry, we've got no photos left from that period, only those published in the magazine at the time and one reprinted in *The Art Of Scooters* a few years ago which is available from our website www.scootering.com or www.classicmagazines.co.uk – Andy)

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RETURN OF THE ROSA BIANCAS

Back in the mists of time, when a mobile was something you hung from a ceiling to hypnotise babies, some northern greebos – one of whom had previously been a Mod – decided to start a scooter magazine.

They'd already established a successful custom bike magazine – *Back Street Heroes* – but they didn't want to fill it with custom scooters, so they invented *Scootering*.

Once they had conceived it, they needed stuff to put in it. Quickly. This is where Down Town Custom (DTC) enters the story.



Going Underground

By this stage Leeds-based partnership of Brendan 'Maca' McNally and Dave Barnett were making a name for themselves as home-grown custom painters of choice to the blossoming scooter scene. As a result of contact at various shows it became clear that DTC would be the go-to guys for the *Scooter* founders to fill their magazine with eye-catching 10in wheeled custom marvels. Several of the scooters featured in that inaugural issue were sprayed in DTC's old railway arch.

It is ironic that while all the attention at the time was given to ever more outlandish full custom scooters with fantasy, film or band inspired murals, the one that had perhaps the most long-term cultural impact was Maca's own full-frame Lambretta racer. Even when it was simply dragged outside and photographed behind their arch while propped up on a brick.

His GP wasn't even unique – at the start of the 1986 season Maca and Dave had sprayed every scooter in their breakaway race team (from Leeds Central) with the same paintjob;

each with small differences but each proudly wearing the white rose of Yorkshire; or Rosa Bianca in Latin-Leeds bogue.

Rather like Dennis Hopper's marginally more practical bike in *Easy Rider* – as compared to Fonda's garish Captain America chopper – it is the subtler style that also won in the long run on the scooter scene.

Maca's racer has spawned many more replicas than any of the OTT custom scooters that *Scooter* featured. At best guess he's painted 40 or so Rosa Bianca replicas, but that might only be half of the amount produced over the years. Indeed it is still possible to order DTC replica paintjobs for your Indian-restored Lambretta GPs straight from the backstreets of Karol Bagh in Delhi. For a few years India may have been the only place to get them, because Maca disappeared from the scooter scene for way over a decade.

"A rumour had gone round that I'd died of throat cancer," recalls Brendan. "I went to a race meeting at Cadwell Park and people were second glancing me as I walked around the paddock like I was a ghost."

Maca's response to exaggerated rumours of his demise were typically jovial: "Come and have you photo taken with a dead man then!"

TEENAGE KICKS

At this point in proceedings it is only fair and right to introduce the second and final player in the scene; like an under-staffed amateur production of *Magnificent Seven*.

Martin Murray is in every way representative of a 1980s scooterboy done good. He and I spent many hours discussing how the trials and tribulations of decades involved in the scooter rally scene have given him invaluable life skills. Combine these with an opportunistic sarrf London barrow-boy swagger and he had everything needed to be successful in his business of carpet fitting to the rich and famous. Success in business has given him the money to spend on scooters.

So, what sort of scooters does he crave?

Essentially, the same ones that burned images in his brain direct from the pages of *Scooter* and *British Scooterist Scene* in the 80s.





Maca's partner Wendy modelled this pose for the sprinting mural on the toolbox.



I'm the same age as Martin and I can vividly remember drooling over magazines at the age of 16 and blue-tacking pulled pages of my favourite ones to my bedroom wall. My ambition at the time was to own an AF S-Type Lambretta GP and an Armandos PX Vespa; but as time moved on these dreams were forgotten.

Only around 30 miles away, the magazines had an even stronger impact on Martin. For him, the outstanding machines were the metal-flake AF S-Types and Maca's 'Rosa Bianca' DTC race bike.

Unlike me, in the last few years he has done something about owning them.

Back in 2007 – at the launch of AF Raypeed's RB225 kit – Martin got Ray to build him a metal-flake S-type with the latest RB engine. That was the first ambition ticked off the list, but the second one would be a lot harder. Maca hadn't painted any scooters for 15 years.

Bear in mind that Martin was not prepared to make do with a Rupee replica any more than he'd wear a Chinese knock-

off Rolex with a ticking second hand. It had to be the real thing or nothing, and if Maca had departed the scooter scene – if not this mortal coil – then that would prove difficult.

But not impossible.

He's not the Messiah, he's a very naughty boy

Brendan closed DTC in the early 90s after getting totally scootered-out. He needed a break from the frenetic scene and a proper job with regular hours. That didn't stop him painting though; he settled for doing custom helmets on the motocross scene which his two kids became involved in.

Eventually an old friend called Pete Rutterford tracked Brendan down via the electoral register to ask him to paint a scooter (see *Scootering* December 2012, issue 319). After making that much effort to find 'Maca', how could he refuse?

Pete's was the first of the 'New Breed' DTC designs. After giving an interview in the May 2010 edition of *Scootering*

(our 25th anniversary edition, which came with a free print of issue 1 – back issues available!), and mentioning that he might be up for painting a few more scooters, the phone calls began and work started to pour in.

One of those phone calls came from Martin, who was not interested in a New Breed paintjob, but a classic red, white and blue Rosa Bianca design like that in *Scootering* edition #1.

I get the impression that Maca didn't really want to keep covering old ground, but Martin was insistent and hoped he'd specified enough twists on the theme – such as the flipped colour scheme – to spark some interest. Maca said he's give him a bell when he had time to fit the job in. That was the end of the call.

Ready now

Sixteen months passed and Martin concentrated on other projects until, out of the blue, Maca called to say he was ready to paint Martin's scooter.



Four-piston Stage 6 RT front brake caliper is proof that you can have too much of a good thing.



Martin is very happy with the seat made by Chas Speed Fabs.

That was great news, with one small flaw in the plan. Martin didn't have a scooter to paint. Rather than put Maca off, and potentially being bumped to the back of the queue, Martin rushed into action and set about locating a suitable GP frame in good condition to paint. Stuart Owen – formerly of 100mph Lambretta Club – sourced the bike and Martin handed it over to Maca in November 2012.

"People know I'm from down south and ask me why I've got the Yorkshire Rose on it, but that's what the paintjob was. It was the team's race colours. My mate Mike from Hull – who we used to do rallies with – had the first reversed colours one and I always loved his bike, so when Maca said he'd do mine I got it done like that, but I had flake put in it because I wanted to bring it up to date a little bit."

The paintjob on the main frame was ready by September 2013 and the scooter was assembled shortly after by Martin's friend Paul Casey.

Strip teaser

Martin's concept for his Rosa Bianca was to have a fast road scooter that he could also use in the Street Class at sprint meetings alongside his works Falc Vespa smallframe. With that in mind he commissioned a Super Monza engine with additional tuning and all the recommended extras. He even had the engine builder's logos added.





WHY THE YELLOW WHEELS?

"The yellow wheels were inspired by going to see the British bike Grand Prix in 1984," explains Maca. "Rob McElnea was racing a red, white and blue Suzuki but it rained and he borrowed team-mate Barry Sheene's wet race wheels. Bazza's wheels were yellow because Bazza was racing a red, black and yellow bike."

"I thought Rob's bike looked mega going down the straight and that's where I got the idea for the yellow wheels."

"I did the Rosa Bianca design first on my fully-faired 150cc Group 5 Special with yellow wheels, which was a bit like the Heron Suzuki race scheme. After that I worked it across to suit a GP."



"Originally the Super Monza kit was built for fast touring but I paid for extra tuning so it could be sprinted in Road Class. I didn't want something I had to cobble about with to take down the track – I wanted an honest bike that I could sprint as it was and then ride home if I wanted."

To cut a very long story short, Martin was 'disappointed' with the Super Monza as it was first collected from the engine builder prior to Scooter Shootout 2014, along with a dyno graph showing a peak power of 27hp. The scooter was taken back for further set-up and adjustments and came back 'a different bike', performing much better, but still feeling a bit boggy at low rpm.

Martin then decided to take it to Darrel Taylor at Taylor Tuning for some re-jetting on his dyno. It arrived reading 31hp and left after some work with a graph showing 35hp and feeling far crisper. As far as Martin is concerned, this is only the start and further tuning beckons. In that respect the Super Monza has a lot of potential.

Born Under a Bad Sign

While 'running in' his revived Super Monza motor on the roads of South East England the scooter ejected one of its freshly-painted sidepanels like a clown car from a circus.

"When the panel went down the road I turned around as quickly as possible but a car was coming and about to drive over it. I rode head-on at the car so he wouldn't squash my panel. He swerved but his tyre clipped it and flicked it at the kerb, which added a dent to the scratches."

Like many people, Martin had fallen for the hype of "it's stainless steel so it must be better" when it came to purchasing side panel clips. In his experience, 'spring steel' is better for making springs – which is essentially what GP panel clips are – than stainless steel. The clue is in the name.

While Martin holds the opinion that every scar tells a story, this damage was perhaps a bit too much to live with; like waking up after a shotgun wedding in Vegas to find your new bride is a surgically altered 'him'.

Repainting single colour vehicles is not really a problem – most body shops can do a

decent job. Repairing custom-painted sidepanels featuring several self-mixed colours and paint effects is another matter. Martin wasn't optimistic.

Thankfully Maca has some experience of this; having previously restored several of his classic custom scooters – including Mick Howard's 'Sign of the Snake' – without changing the original artwork. Not only did he manage to knock out the dent without ruining or filling the panel, but he managed to carefully remove and repair layers of candies and flakes. It really is a challenge to spot which of the panels was damaged – see if you can tell when you see the scooter at a rally or sprint.

While at DTC for TLC, the GP also had logos updated to TT.

Well, it is customary for race replicas to have a 'shopping list' painted on the side.

Back to the plot

Having painted Martin's scooter, Brendan liked it so much that he decided to repaint his original Group 4 race scooter in the same scheme – the one featured in *Scooter #1* – and put it back on the road.

By modern standards the engine is nothing special, just a TS1 225 with a 30mm carb and a touring pipe. The scooter retains its original hydraulic inboard disc brake conversion, but now it is fully road legal he can use it for weekend runs. It has helped him rediscover his scootering mojo. That's scootering with a small 's'.

Since his reacquaintance with the scooter scene Maca has taken on quite a few more race replica paintjobs and by far the most popular remains the Rosa Bianca scheme.

What about the Rosa Bianca's influence on *Scooter #1* with a capital 'S'?

Given that those initially charged with producing the first issues knew little about scooters, and even less about the scene, I doubt that anyone expected *Scooter #1* to be such a success. Could they have imagined the impact that those first few issues had on the mindset of teenagers, some 30 years later?

Sticky



HOW DOES THE SUPER MONZA COMPARE?

Martin freely admits that he's no tuner, but he still has a wealth of experience of fast Lambrettas.

"I think a lot of people would like a Lambretta that you can ride around town comfortably, but then take on the road or a sprint track and it behaves like a race bike. That's the Holy Grail," he says.

"I've got a Jap TS1 230 done at Kegra just before John Balcomb left in 1999. It's never been near a dyno but they spent three days

setting it up on the road. That has been a fantastic motor – it's very quick.

"I've also got the first RB that AF's ever did as an S-type. That was fast but I had a lot of problems with it in early days getting hot and exhausts breaking etc. I've got past those problems and that's also a 230cc now.

"The TS1 and RB are very close and it would be a struggle to say which was the faster of the two. I'd say the Super Monza now is faster than both of them but there's not a

massive difference between them. I'm probably into that motor for the best part of £9000, but I reckon I could have spent a lot less doing a TS1 or RB to get very similar performance. For me the TS1 was probably the best value for money, then the RB and then the Super Monza. In my opinion the TS1 is still the best touring kit there is in terms of bang for your buck.

"I wouldn't want to be an inexperienced rider trying to ride the Super Monza though. That's not because of the amount of power it makes but the way the power is delivered. The way the power comes in on a TS1 and an RB feels more usable.

"The other thing I don't like about the Super Monza is that it hits a brick wall. There is no over-rev. You can adapt your riding style to it, but maybe that's not what feels nice. Personally I prefer something that revs out a bit more. I don't know what it's going to be like on fuel because I've only just got it back from Darrell Taylor. I will still want to do more to it because my thing has been to have a bike that is competitive in sprinting."

Martin let me ride his scooter back from the photo shoot and the only way to describe it now is fierce. The engine was deliberately designed to have a strong, wide power band from 5000 to 8000 revs. If you keep within those parameters – which are broad enough to comfortably stay in the power band between the gears on a four-speed box – it pulls like a steam train.

The issue that makes a Super Monza challenging to ride on the road is the transition from out-of-the-power to the full force of the power band. Below 5000rpm it will potter around, but it isn't doing much. Hit the 5000 mark on the rev counter and the scooter suddenly goes mental and tries to lift the front wheel. No matter what throttle position you are on, if you hit 5000 then it's like you've been tied to a 10-ton puppy and someone has thrown a stick for it to chase. It really isn't prepared to hang about and that encourages misbehaviour which is hard to resist. You may as well cut your driving licence into shreds and feed the bits down the carb for good measure.

That harsh power transition also warrants respect. You really don't want to meet 5000rpm while cornering on a wet roundabout because 10in road tyres simply don't have the grip to deal with such demands.

What would really improve this engine for road use would be some sort of exhaust valve to help boost power at low revs and thus soften the face-flattening rush at 5000rpm. If you look around Martin's bodywork you may find something on his shopping list that is being designed to perform such a task. Whether that future development will be available to him is another matter entirely.



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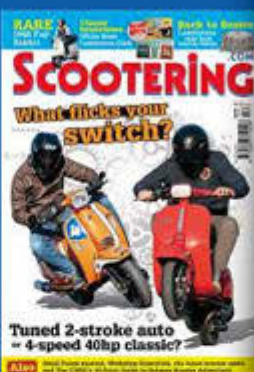
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VESPA

Thirty years ago Norrie Kerr road-tested the then-new Vespa P125 ETS for *Scootering* magazine. A short lived smallframe model that has gained a small fanbase in recent years, Iggy took Norrie back to the 80s to see how the ETS has stood the test of time...



P125 ETS Revisited

How does it compare
to a new Vespa
Primavera?





All the young Mods

Standing nonchalantly in my school woodwork lesson, barely interested in what the affable Mr Brown had to say about the wonky coffee table I was fashioning with a blunt chisel, I suddenly started to take notice as a group of fellow young Mods huddled excitedly in the corner. They were poring over the pages of a glossy magazine.

No it wasn't the latest issue of *Fiesta* or *Dazzle*, nor was it the lingerie section of Kays catalogue – this was something much more exciting; the first ever issue of *Scooter* magazine had arrived in the village.

The First Time

Seemingly months later, having ordered a copy at my local newsagents (it took forever to arrive) I read it cover to cover and hung on to every word – including those of Norrie Kerr's P125 ETS road test. This heroic rider was 'the' Vespa man and also (at the time) owned Midland Scooter Centre, a shop I'd soon visit to marvel at their shiny goodies and get up close to some 'proper' scooters for the very first time.

Remember, this was pre-internet days; so even though the shop, run by Kerr and Webster was just a few miles away it may as well have been in Italy.



Left: The headset still looks okay and works as well as it did when Norrie first rode an ETS in issue one. **Centre:** Other than a digital dash there's not been too much progress with the Primavera's display. **Right:** There's not much worth showing off with beneath the Primavera seat bucket.

Thirty years of progress has seen many changes, but are they all for the better?



P125 ETS

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SCOOTER DETAILS

ETS 125

Engine: Two-stroke, air-cooled, carbureted.

Transmission: Manual four-speed

Power: 8.3bhp

Brakes: Drum, front and rear

Suspension: Front single sided fork, rear single shock

Wheels: 3.00 x 10in

Weight: 85kg

Top speed: 62mph

Price new in 1985: £879 plus OTR
(Craig's is for sale at £2000)

Primavera 125

Engine: Four-stroke, three-valve, air-cooled, fuel injected

Transmission: Automatic

Power: 10.59bhp

Brakes: Front disc, rear drum (ABS also available)

Suspension: Front single sided fork, rear single shock (adjustable)

Wheels: Front 110/70-11in, rear 120/70-11in

Weight: 117kg

Top speed: 63mph

Price new in 2015: £3399 plus OTR.

Having never seen a 'proper' scooter magazine before (or been in a scooter shop) I was blissfully unaware of the emporium's existence. Needless to say, my pocket money and wages were spent at the shop for many years to come and still are today...

So here we are 30 years later and I've read every issue of *Scooterings* since.

Norrie's kept his hand in too – on both a business and personal level he has always been around scooters and still rides as often as possible. He currently owns a Vespa GTS, Yamaha T-Max, Vespa 90SS and of course still hangs on to his two famous 90SS racers. Enthusiastic as always, Norrie was more than happy to come down from his ancestral homeland north of the border to help us recreate that very first road test.

Back to the ETS

The Vespa P125 ETS was a short-lived model, with only 11,711 units produced between 1984 and 1985. The then new sporty Vespa T5 launched in 1985 helped to kill the model off, as Norrie told us;

"The problem was that Piaggio didn't swamp the original PK in glamour, as a model it was fairly basic and people didn't really take to them.

"At the time you either wanted a smallframe or a large frame...and then the T5 came out. People found out it was a five port barrel, had electronic ignition and that it was also pretty quick. That meant the ETS' days were numbered."

As you'd expect, finding a Vespa ETS in good condition today isn't too easy. However thanks to the 'Everything Smallframe' group we were offered the use of Craig Lilley's lovingly restored Vespa, and to bring the test up to date a bit we borrowed a modern day smallframe Vespa Primavera from Midland Scooter Centre to use as a comparison.

The icing on the cake was that Norrie took us back to that innocuous original location to reacquaint himself with the ETS and see how it compared to it's modern day Vespa counterpart.

Iggy

The Vespa P125 ETS

Neil Diamond's words to his hit song Hello My Friend apply to my feelings toward the Vespa P125 ETS. In my original road test 30 years back (was it really that long ago?) I was impressed with the overall package. Now, with time to compare it to more recent additions to the Vespa range, it becomes more of an iconic little scooter.

Firstly it's a two-stroke and is geared, compared to the new Vespa Primavera, which of course is four-stroke and is an automatic. The ETS has lots going for it, every bump is felt and at once, you and your scooter are at 'one'. You ride every bump and you know what's going on beneath you on the road surface, every bump is amplified but I like that in a scooter. The engine is fast, willing and ever-so sporty. The handling is good, but not as good as say, the original geared Primavera. The forks have a lot to do with that. The P125 ETS wore an altogether new fork at the time, similar to the PX style and it really did make a big difference to the front-end feeling.

The ETS engine itself may only be a 125cc but it is revvy, thanks to that three port barrel and has lots of poke to keep up with the GTIs away from the lights. The use of electronic ignition was a winner on the ETS, as was the addition of 12v lighting. The only thing I didn't really like on the ETS were the levers, especially the clutch lever. Most riders swapped them for something less bulky but that's the way they were and Craig has done a great job of restoring his ETS; it was back to near showroom condition.

Everything was spot on and the scooter is a credit to him. He's got it spot on; the colour looks right as well, the stickers are as they were back in the day – it's just right.

Back to the road and all in all the PK engine would have been a great stepping stone for further development, but the wind of change was coming...

Revisiting the actual road we used 30 years ago in the original feature and generally the ride of an ETS is excellent, it gives you great feedback. The scooter still



felt at home on the twisty bends with the ETS happy to buzz along at a good speed through them, although riding the same road on the new Primavera showed just how far suspension, tyres and brakes have come along in the last three decades. The modern Primavera just glides over the bumps, corners with ease and the brakes really do the business. I certainly enjoyed the chance to revisit the ETS and compare for myself what changes have been made in the overall package Vespa offered with the ETS, and now offers with the automatic Primavera.

The Primavera 125

The Primavera and later Sprint (with the different headlight arrangement) are brother and sister in the Vespa range. They look similar and have the same engine but there are a few other differences. For instance, the Primavera has 11in wheels while the Sprint has 12in, with altered gearing to suit the bigger wheels.

The new breed of automatic Vespas are a beautiful concept. Despite sharing a familiar family trait the styling on the Primavera is still unique with some lovely touches borrowed from the more expensive Vespa 946. The looks of the scooter are something you just keep admiring every time you get off the wee beastie.

On a practical level the storage space beneath the seat is useful and roomy enough to fit a helmet in, the controls are nice too. Handling is good, if a touch soft for my liking and the performance is great for a four-stroke 125. With the Piaggio name on board, it's probably the best 125 auto on the street.

Overall the Primavera is a great wee scooter, good acceleration off the line, fine handling and a willing engine, which will whisk you up to over 60mph quite easily. The engine is the new three-valve head version, which provides more mid range and good torque, which in and around town is ideal.

The Primavera is very sure-footed, the suspension absorbing uneven road surfaces, thus providing a comfortable and enduring ride. All in all, a superb little package with low running costs and great performance.

Although it's a great scooter with three decades of development behind it, a modern engine, brakes and suspension, to me it's still not a 'real' scooter with a hand gear change and everything that goes with it. We move on, things change but that doesn't make old scooters bad; vintage scooters are still good and have more character than any new machine.



VESPA PRIMAVERA SECOND OPINION

Being the owner of a smallframe scooter and never having ridden an auto before I found it easy to adapt to it and can certainly see why they're so popular. The Primavera was very smooth and easy to ride and I can see the appeal of an auto scooter.

It's a bit like driving an old car against a new one, a new car more or less drives itself but with the old one you get 'that' feeling as you drive, it's got character.

Now, having ridden the auto my thoughts and feelings still lean me towards a classic geared Vespa, but riding an auto opened my eyes a bit and it'd make my commute much easier...

Craig Lilley

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Sublime

If ever there was a name fit for a scooter it has to be the one that Lee Maxey's fiancée, Tina, christened this TV175 with when she saw the finished machine for the first time. In a word, it is sublime.

Admittedly accessories aren't to everybody's taste and they don't suit all scooters. For instance, I think a modern GTS certainly looks odd wearing a full set of 60s-inspired chrome garnishing, but each to their own. Equally there are scooters that have been carefully lavished with period goodies that are very well suited. This Series 2 Lambretta TV175 fits nicely into that latter category.

Over the last decade or so scooter fashion and trends have changed somewhat. I dare bet that there have been more aftermarket lights, mirrors, racks, aerials, horns, Florida and crash bars sold in the last 15 years than there were in the 1960s. But strangely enough, buying a bargain bucket of cheap chrome from a parts fair and throwing it from the other side of a muddy field in a vain hope that it'll stick to your magnetic Vespa PX and automatically look stunning is a big ask.





However if you want some tips on creating a masterpiece look carefully at the photos of this Lambretta and see how a scooter should be dressed to impress. This is Chanel customising, as opposed to Primark. This is a scooter that wears all the right labels and can strut its stuff with the best of them. The full parts list is in the spec sheet so I won't bore you with the details but if you're an aficionado you'll know that items like these often don't come cheap these days and many are increasingly hard to find.

Sourcing them is only half the battle though; restoring 1960s accessories is also a tricky and expensive job in itself. It's not all about the money though; it's about building an individual scooter in a tasteful way; about steering clear of excessive accessorising and instead lavishing it in items that





“This is Chanel customising, as opposed to Primark. This is a scooter that wears all the right labels...”



OWNER DETAILS

Owner: Lee Maxey

Age: 43

Job: Plumbing and heating engineer.

First interest in scooters: Mum and dad were original Brighton Mods so had that heritage, their Wurlitzer jukebox and record collection provided the background soundtrack to my growing interest in all things Mod as a youth.

First scooter: Li125 Special.

Favourite model: TV200.

First rally/event: Margate Untouchables' Rally, 2003.

Favourite rally/event: Brighton.

Funniest experience with a scooter: Taking a Lambretta out for the first time and breaking down four times. I had no idea what I was doing and became quite pally with the AA man that day...

Favourite tippie: Southern Comfort.

Happiest scooter memories: My grandad worked on my scooter, I told him I was going to win a trophy somewhere with this, he said “you’d better with all the work we’ve done on it”. I did win one at Brightonia 2007, days after he unfortunately died.

What do you like about rallies/events: Long rides, meeting up with old faces...

Favourite featured scooter of all time: Neville Cope's Shadows and Reflections.

Who first inspired you: My dad, David Maxey, original Mod.

If you had to recommend one item of riding kit what would it be: Warm gloves.

Most useless part ever bought: Sava whitewall tyres.

What part would you most like to see developed for scooters: Electrically warmed seat.





work seamlessly with the model in question.

Forget all the extras for a few minutes though, the scooter itself is a fantastic looking machine in its own right. Subtly restored to better than original condition, Lee's much sought-after TV175 is a great example of this rare and beautiful Lambretta. The shape of the Series 2 lends itself perfectly to this type of customising, provided it's done properly of course.

Thankfully Lee knew who to call if he wanted it to be top notch. The scooter was sent up to Dez and Nathan at Disco Dez's world-renowned scooter workshop where the dazzling duo breathed their magic on the scooter to bring it carefully back to life. They hand-build scooters to perfection and as a restoration business they take some beating in the UK.

Lee also carried out some of the work himself; with the help of his late grandad they fitted some of the embellishments, which is a precise and time-consuming art in itself. Thankfully, the hard work paid off and not long after grandad sadly passed away Lee picked up his first well-deserved trophy in Brighton. I'm sure the memories of spending precious time in the shed with the old man are just as sublime as the scooter itself.

Words: Iggy

Photography: Richie Lunt

The accessories on this scooter are original pieces produced by the likes of Feridax, Vigano, Super, Ken Cobbing, Ulma, Corello and Wipac among others.

SCOOTER DETAILS

Name of scooter: Sublime. First time my fiancée Tina saw it, that was the first thing she said.

Model: Lambretta TV Series 2.

Inspiration for project: Sold my old green Li and wanted to do something to make up for the loss of that as I regretted selling it.

Time to build: Over two years, refinished by Dez and Nathan at Disco Dez's workshops.

Specialised parts: Feridax flyscreen, Golfball horn/cast embellisher, Vigano mudguard clamshell embellisher, Super fork boots, accessory spare wheel fuel tank, sickle flashes, Jag lights, Ken Cobbing exhaust, fried eggs, Ulma style carriers, Corello half moon lamps, 2 DL 78 lamps, two sets of Hella horns, Desmo and another Nymph mascot, two Super spare discs, slotted front disc, original 1961 Brighton Scooter Club banner, two Alpine horns, Giuliani seat and a pair of Wipac horns.

Paintwork: Through Dez.

Chrome: Through Phillip and Mick at London Chroming. Phillip died recently, he's been doing my scooters for over 15 years, nothing was ever a problem and always happy to help, even giving us a lift in his 1920s vintage car.

Overall cost: I don't want to tot it up. Including the scooter, I gave up counting at £8000...

Advice for anyone starting a project: Take your time and wait for the right parts.

Anything to add to the scoot: Plenty of miles.

Favourite dealer: Dez and Nathan at Disco Dez Scooters.

Thanks: Dez, Nathan and Jon, Neville Cope for some accessories, my fiancée Tina for getting me back into scooters, Phillip at London Chroming, RIP.



*Scooten to the fabulous BSRA
National Scooten Rally at . . .*

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Under 14's MUST leave Halls by 10pm (Scottish Laws)

SCOOTERING.COM



SKEGNESS SCOOTER RALLY 2015



The
Style Selektors



Bands confirmed so far are: Big 10, Style Selektors, Blistered & The Scandals

Saturday night headline band for the Grand Central will be the brilliant 'Secret Affair'.

DJ's: Chris Rose, Richard Peel, Andy Bellamy, Martin Topley, Tom Jenkins, Dynamite Dave, Trojan Paul, Mark Anthony of Sudbury Scooter Club, Dave Porter, Neil Carter of Scooterist Radio, Dave Appleyard, Simon Cobb and Dave Freeman.

New Venue: Grosvenor Hotel Ballroom dedicated to Northern Soul alongside our 2 usual venues, The Grand Central and The Sun Castle.

Parts Fair & Custom Show at the campsite on Saturday. Following the success in 2014, there will also be a ride out on the Saturday.

Sunday night end of rally party night - free entry - come and join us and end the weekend in style!

Updates and more information will be on our Facebook Page or contact Dean on 07931 788260 or Tracey on 07901 698606



working in association with



Email: skegnessscooterrally@gmail.com

Website: www.skegnessscooterrally.blogspot.co.uk

Postcards printed by www.chriscookprint.com Front illustration by Chris Freeman



WRISTBANDS are available now by Paypal, please make payment to tracey.robinson@kmb-ltd.co.uk - Camping wristbands are £20 for the weekend including all entertainment or for those not camping there are entertainment wristbands for £15 which gives you entry to all 3 venues all weekend. For those without wristbands, venue entry for Friday and Saturday night is £8 each night which gives you entry to all 3 venues. Entry to those without wristbands to the campsite on Saturday for the custom show and parts fair is £3.00. You can of course still pay at the gate on arrival if you don't want to pre-book.

CLUB DO'S & EVENTS

SHOWS, PARTIES, RALLIES & RUNS.

If your scooter club is holding a do or event just drop us a line for some FREE advertising. Unfortunately we can ONLY accept details by post or via the website due to workloads. Please keep wording to a minimum and be warned that listings may be edited due to space restrictions.

APRIL

17-19 1066 Saxons SC skirmish. Friday at The Cutter, Old Town, Hastings. Saturday, mass ride through the Sussex countryside, leaving The Stade at noon. Saturday night, live music from The Corsairs at The Greyhound.

17 Double Barrel Soul + Ska Night, The Greyhound, Lodge Causeway, Bristol. Info 07765 676247 or 01934 644448

18 Hip Cats On The Run an evening of modness in aid of Headway Charity. Featuring new mod band The Hurricanes and Hip Cat Express. AJ's Wellingborough 7.30-midnight tks £6.

18 Double Barrel Soul + Ska Night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

19 SS180 50th Anniversary Day at The Market Hall, Maidstone. Kent. 07776

19 Cambridge SC St George's Day 'Dash'. Meet at noon at Cambridge United FC, Newmarket Road. 'Dash' around Cambridge will start at 14.30. Info Gary 07711 059254 E-mail: gary.harwood@hotmail.com

19 St Georges Day rideout by Vespaholics Vespa SC. Meet at Kings Oak Hotel, Epping Forest from 11am, for noon departure to The Maypole, Chigwell IG7 6DD. All money raised to British Heart Foundation Info Titch 07947 777535

19 Mexborough Parts Fair - Dearne Valley Leisure Centre, Doncaster Road, Mexborough, S. Yorkshire S64 0LB. Info Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

23 Double Barrel St Georges Day, The Sportsman, Bristol Centre. Info 07765 676247 or 01934 644448

23-26 Scooterist Scorchio return to Cyprus, free entertainment with DJ's Adi Clark, Chris Stocks, Kev 'Mod' Lock & Souful Sally, Fun in the Sun then pounding out top tunes at Coral Sunset Bar, Coral Bay Nr Paphos (see FB Scooterist Scorchio for details)

24-26 Bangers & Mash at MFN, Eastwood, Nottingham. Featuring Blistered, Basket Case and The Score. Info Dean 07901 578123

24-26 Vespa Club of Britain Members Rally, Caulkheads & Fort Holiday Park. Sandown. Isle of Wight. See VCB main advert for membership details.

24 Double Barrel Soul & Ska night, The Colliers, Bedminster, Bristol. Info 07765 676247 or 01934 644448

24 Shoreditch Got Soul, Blues Kitchen 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues DJ's Dr Robert + Guest. www.newuntouchables.com

25 RPM Scooters Birthday Bash, 10am-4pm at the shop, Hungerford, RG17 7RU. Free food, DJs. See FB page or call 01488 670203

25 Double Barrel Soul + Ska Nigh, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

26 Mods And Rockers run from Clifford Tower (Eye of York) to Fridaythorpe Cafe (Seaways). Depart 10.00am £5 donation to York

Normandy Veterans. www.yorkinsetscc.co.uk

29 Togs & Tassles, 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW details telephone 01784 424610 or e-mail ashtree@fulles.co.uk

MAY

1-4 Weston-s-Mare BSRA National rally 2

1-4 Skegness rally (see main ad)

1-4 Skegness, Welly's Bar, open all weekend with scooter tunes

1 Double Barrel Soul & Ska night, Queens Head, Eastville, Bristol. Info 07765 676247 or 01934 644448

2 Zoo Zoo 2, Blues Kitchen (Shoreditch) 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA DJ's Dr Robert + Guest. www.newuntouchables.com

2 Buckingham Palace Scooter Run meet 14.00 Carnaby St, Scooter comp/BBQ/live bands/DJ's + off Street Scooter parking Timebox Alldayer, The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ www.newuntouchables.com

2 Double Barrel Soul & Ska night, Shieff & Dagger, Whitchurch, Bristol. Info 07765 676247 or 01934 644448

2 Banbury Soul Club playing Northern Soul, R&B, & Motown. Banbury Trades & Labour Club, West Bar St, Banbury, OX16 9RR. Two minutes from Banbury Cross. £5 otd. Contact: Tabs 07528 28597

3 Maximum R&B The Phoenix, 37 Cavendish Square, London W1G 0PP. DJ's Rob Bailey & Rhys Webb spin original R&B, Freakbeat & Garage 45's from 9pm-3am/ Adm £6 before 10pm/£8 after. www.newuntouchables.com

3 Double Barrel Soul night, The Trooper, St. George, Bristol. Info 07765 676247 or 01934 644448

8-9 Almost Grown weekender, Southend. Best of Mod, Soul, Motown and Ska, 2 nights, 2 venues

8-10 Phoenix Nights 10th anniversary, Greene King Stadium, Hinckley.

8-10 Berwick Bulldogs SC Border Bash, Paxton House, Berwick £15 for camping all weekend. Info Reg 07850 843989

8 Double Barrel Soul & Ska night, George & Dragon, Winterbourne, Bristol. Info 07765 676247 or 01934 644448

9 Double Barrel Big Night out, Hawaiiin Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448

9 Doncaster Hunters SC annual do, 45 year anniversary, Parklands Social Club, Doncaster DN2 4LT(see main ad)

9 SAKA presents Mick Walker's The Circles, 1979 Mod Revival Legends, at Fixxion Warehouse, Skinner Street, Wolverhampton WV1 4LD, 7pm-2am, tickets £10 adv, £12 otd

9 Soul on the Square, Northern Soul, Motown, R&B, DJ's Chris Redman, Jim Watson, Siy Aylott, Stebbo & Special Guest. 8/2am. £6 otd. The Venue, Student Central, Malet St, London WC1E 7HY.

10 England's Own SC fund raiser, Chingford RFC E4 8AQ from 10am. Free pitches for stalls, 07974 566313

10 Bulldog Rescue Run, meet 10am, Chichester MacDonalds for 10.30 departure to the Rescue Centre in Midhurst. Then on to The Greyhound GU29 9QH

14 Nuts Mag! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN 8pm-1am Free. 3 live bands + DJ Dr Robert + Guest. www.newuntouchables.com

15 Double Barrel Soul & Ska night, Moonrakers, Swindon. Info 07765 676247 or 01934 644448

15-17 Run From The Scum annual rally, Newquay View resort, Newquay. (see main ad.)

15-17 Essex Lambretta Club rally, Ekco Social & Sports club, Thornford Gardens, Southend on sea, Essex SS2 6PU

15-17 Rotherham SC annual charity rally, 'New Venue' Swallownest Miners Welfare, Rotherham Road, Swallownest, Rotherham, S26 4JR, 4 live bands custom show, stalls furthest travelled club /rider, day tickets £5 weekend inc camping £10 more info contact Gary 07954 997571 South Yorkshire

16-17 Gravesend Sentinels SC 5th parts fair & jumble. Saturday custom show, bands. Sunday, parts fair. (10am-4pm). Camping available Saturday night. Gravesend RFC, Milton Rd, Gravesend DA12 2PP

16 Sudbury SC Extravaganza from the Kings Head, Great Cornard, free evening do, ride out, raffle/live band and DJ, camping available. See FB page or contact Mark Antony 07960 933600

16 Phoenix Got Soul, The Phoenix, 37 Cavendish Square, London W1G 0PP. DJ's Yann Tatiste, Rob Bailey & special guests play Northern & Rare Soul on original 45's from 9pm-3am/ Adm £6 before 10pm/£8 after. www.newuntouchables.com

16 Double Barrel Soul & Ska night, The Wackum, Whitehall, Bristol Info 07765 676247 or 01934 644448

17 "Scooter-Fest 11" by N. Staffs Jesters SC. (See main ad)

22-25 Kelso BSRA National rally 3

22-23 London & Surrey Parts Fair by Upsetters SC, Croydon Post Office Social & Athletic Club, Trenham Drive, Warlingham, Surrey CR6 9RU. Live band The Skatronics, DJ's Junction 6 Team + guests. Custom show, Trade stalls. £12 for weekend £7 for Saturday. For info + traders call Darren 07943 387526 or Lee 07908 462132

22-24 Margate Mod/60's Weekender, The West Coast, 3-5 King Street, Margate CT9 1DD. www.newuntouchables.com

22-24 2 Stroke in Stoke rally, Florence Sports & Social Club. ST3 4JS. £10 advance

22 Double Barrel Soul & Ska night, The Horseshoe, Siston Common, Bristol Info 07765 676247 or 01934 644448

23-24 Hull Fest 2 weekend (one Hull of a ride), Dene Park, Dunsell. Camping available, All stalls welcome (free to trade) £10 weekend, £5 evening. 6 bands incl. All Mod Cons & The 01482-Tones. Info: Tel 07764 928518 or 07931 830302

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THE MEN

CAVERN PUB
THU 14TH MAY
9.30 PM

CAVERN CLUB
FRI 15TH MAY
10 PM

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"THESE VIKINGS ARE TAKING OVER" - NEW UNTOUCHABLES

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THEMEN.SE IPO FESTIVAL MAY 12-19, MATHEW ST, LIVERPOOL. INTERNATIONALPOPOVERTHROW.COM

23 East London Scooterist Nite. All your favourite scooterist sounds plus playing live The Titans £5 otd 8pm till 1.30am.

23 Hip Cat Express Higham Band Club 4pm till the midnight hour. Playing the best in Mod N Soul all on lovely vinyl. Northamptonshire

23 Double Barrel Soul & Ska night, The George, Totterdown. Bristol Info 07765 676247 or 01934 644448

24 Double Barrel Soul night, The Trooper, St George, Bristol Info 07765 676247 or 01934 644448

27 Togs & Tassles, last Wednesday in the month from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW for more details telephone 01784 424610 or e-mail ashtree@fulles.co.uk

29 Zoo Zoo The Blues Kitchen. 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10pm/£5 after) BIG BOSS MAN & support TBA live. DJ's Dr Robert + Guest www.newuntouchables.com

29 Double Barrel Soul & Ska night, Bar West, Weston-s-Mare Info 07765 676247 or 01934 644448

29-31 Hayling Island rally by South West Scooter Clubs

29-31 Run To The Rum, by Suffolk Smugglers SC, Leiston FC, Suffolk IP16 4LG (see main ad.)

29-31 Carry On Regardless 9, Sid James SC, Little Groves Park, Isle of Sheppey, Kent

29-31 Welwyn Stags SC Weekender, live bands, DJs, camping, £15 o.t.g. more info call Stuart 07786 966702.

29-31 Midsummer Madness, Manchester Lyons SC.

30-31 Mansfield Town SC "Stagfest". One Call Stadium. NG18 5DA. £10 adv incl. camping £12 otd. Separate day and evening tickets available. Info Dawn 07814 573657

30 Double Barrel Soul & Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

30 Barraloodasoul 2015 we return to the world Famous Glasgow Barrowlands for another 60's R&B, Northern Soul and mod alldayer, 2pm till 12am. Tickets £18 from: tickets-scotland.com

31 Telford Saints SC host Vinyl Sunday at The Malthose, Ironbridge, TF8 7NH. 3-5pm

31 Lichfield Scooterists summer gathering, meet 11.30 McDonalds, noon departure to Horse & Jockey, usual fun and games

JUNE

5-7 Redcar rally, Redcar RFC. TS10 3RW www.redcarscooterally.co.uk

5-7 Animal Antics alternative rally, Squires Bikers café, Northwore Lane, Leeds LS25 5LX

6 Mousetrap Allnighter 'Fuzz for Freaks' Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am) www.newuntouchables.com

6 Scooterists 4 Heroes, Birmingham. (See main ad.)

6 Double Barrel Big night out, Hawaiian Bar - City Centre. Info 07765 676247 or 01934 644448

6 Letchworth Classic vehicle show, scooters welcome. Halls Green, SG4 7DP. 10.30-5pm £2. 01462 630214 www.lgcvcc.co.uk

7 Walsall 2 Parts Fair - Oak Park Leisure Centre, Walsall Wood, Walsall WS9 9PQ. Info: Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

7 The Great London Ride Out. Leaving Inner Circle, Regents Park at 10:30 for Southend

12-14 Southport scooter rally, Pontins

12-14 BWM festival rally at Santa Pod, Northants. (see main ad)

12-14 Dutch Lions SC No10 Run, New venue in Hellevoetsluis. €25 euro's for whole weekend.

12-14 Yorkshire Beerpigs SC Rat Run 4, Featherstone Rovers RFC, WF7 5EN, trade stalls, ride out, hog roast, custom show, Jonny

Boy Fri night, Guttersluts, Saturday and The Detail Saturday night, £10 contact Toppa 07853 921333, Tone 07908 918963

13 Mousetrap R&B Allnighter, Orleans, 259 Seven Sisters Rd, London N4 2DD. Playing Club Soul, Ska, R&B, Motown and Boogaloo. www.newuntouchables.com

19-21 DISC 30th anniversary rally, Donnington Park. (See main ad.)

19-21 Run To The Riviera, Liverton, Devon TQ12 6JF. £10 entry £5 parking fee for cars etc Emma Cox DJ. Camping and facilities on site, bands, rideout, activities. See FB for pre rally tickets. Tel. Dave 07769 634633

19-21 Margate Mutiny

19-21 Coasters SC 6th annual event. New venue - Langham Community Centre, Colchester. (See main ad)

19-21 Sun Run, France

19-21 Lowlanders Scooter Club Whisky No More. Portpatrick, Dumfries & Galloway, Scotland. Live bands + djs both nights, £15 weekend inc camping, £5 a night. Tel. Billy 07887 772879. b.kirk63@yahoo.com

19 Double Barrel Soul and Ska night, The Greyhound, Fishponds, Bristol. Info 07765 676247 or 01934 644448

20 Seven Hills 7th anniversary, with The Lambrettas, The Beat Goes Bang, Davys Sports Club, Sheffield (See main ad.)

20 Double Barrel Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

21 Swansea Festival of Transport 10.30-4pm

24 Togs & Tassles, 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW for more details telephone 01784 424610 or e-mail ashtree@fulles.co.uk

WALSALL 2 PARTS FAIR

SUNDAY JUNE 7th

OAK PARK LEISURE CENTRE, WALSALL WOOD, WALSALL WS9 9PQ

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STALL BOOKINGS & INFO KEV WALSH Tel 0151 289 8201 Mobile 07966 265588 Email lcg2@blueyonder.co.uk

National Scooter Rally Weston-Super-Mare

1st-4th May Day Bank Holiday 2015

CAMPING AT WESTON RUGBY CLUB

DEALERS MARKET, CUSTOM SHOW, RIDE OUT

LATE NIGHT MUSIC & BAR

No Cars or Vans on Site (Carpark outside)

THE WINTER GARDENS
FRIDAY AND SATURDAY NIGHT 'LIVE'

THE SIMMERTONES
authentic ska

THE JAM DRC
CREATION

Including Northern Soul room in the Ballroom.

WESTON RUGBY CLUB
FRIDAY and SATURDAY NIGHT



The Soleroom DJs playing the best of
Northern, R&B & Motown - 8 till very late...

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01934 417834 or stuart.lanning@btconnect.com



Weston super Mare National Scooter Rally 2015

ALL WEEKEND CAMPING & ENTERTAINMENT £20.00
ALL WEEKEND ENTERTAINMENT ONLY £10.00
CAMPING & ENTERTAINMENT FOR SAT NIGHT £13.00
ENTERTAINMENT FOR EITHER FRI OR SAT NIGHTS £7.00
SATURDAY DAYTIME CAMPSITE PASS £5.00

Strictly Over 18+ in all Evening Events

(NO CHILDREN ALLOWED ON CAMPSITE EXCEPT DURING DAYTIME EVENTS)

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SATURDAY AFTERNOON
BORO SPORTS
From 2pm, Cheap Drinks

MODERATIONS DUO
Saturday Afternoon @ Weston Rugby Club

Tavern in the Town
17-19 Regent Street, BS23 1SP
SATURDAY AFTERNOON

CARNABYS
17 North Street, BS23 1GF
SATURDAY AFTERNOON
THE MIDLANDS **SKA** BAND

SUNDAY FUNDAY PARTY @TheBrit
With The Sole Room from 2pm till late

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HAYLING ISLAND SCOOTER RALLY
PARTS FAIR **LIVE BANDS**
ONSITE CUSTOM SHOW
HUGE RIDEOUT
MAIN ROOM **DARKSIDE ROOM**
SOUL ROOM
WEEKEND PASS £15, SATURDAY £10
SATURDAY DAY £5 (9AM - 7PM)
Please Note No Under 18's in Venues After 5pm.
No Admittance To Site Before 2pm Friday
No Large Campervans / Mobile Homes On Site
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General Enquiries: Stu 01934 417834
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Hayling Island Scooter Rally 2015
MAY 29TH - 31ST 2015
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Tragodytes S.C. Section 8 S.C. & Southern Templars S.C.
Present **Run from the Scum** **MAY 15TH / 16TH**
ALL WEEKEND FOR ONLY £10
2015
AT NEWQUAY VIEW RESORT
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2 NIGHTS 2 ROOMS 2 LIVE BANDS
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6 BERTH VALUE - £80
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WHAT'S ON

1st-4th MAY

SWSC 'WESTON SUPER MARE BSRA SCOOTER RALLY'

Camping At Weston Rugby Club - See Above advert.
Go to www.swscooterclubs.co.uk for info.
Trade Enquiries & Info 01934 417834

15th-16th MAY

TROGLODYTES, SECTION 8 SC & SOUTHERN TEMPLERS

"Run from the Scum"
at Newquay View Resort, Newquay TR8 4AS.
Accommodation Tel: 01637 851851
Info Alex 01637 877235

29th-31st MAY

HAYLING ISLAND - SWSC

Go to www.swscooterclubs.co.uk for info.

19th-20th JUNE

TORBAY MODS & CYDER COMMANDOS SC

'Run to the Riviera' Liverton Football Club,
Liverton TQ12 6JF
Info Paul 07528 835205, Spud 07772 307563

3rd-5th JULY

SWINDON INCROWD

Vale of White Horse Scooter rally. The Coop-
ers Arms, Pewsey, SN9 5PL
Info Mark 07801 532981

17th-19th JULY

MODRAPHENIACS SC

'JO LOVING, TONY WOOD & ABSENT
FRIENDS CHARITY DAY'

NEW VENUE - George Albert Hotel, Evershot,
Nr Dorchester. DT29PW
Info Martin 07796 087192
www.modrapheniacs.co.uk

1st-2nd AUGUST

SOUTHERN TEMPLERS SC

'One Night with the Templers'
Bodmin Rugby Club. PL30 4AW
Info Simon 07782274544

13th SEPTEMBER

CANCER IS A C**T

Scooterist Charity Bicycle Ride.
25miles along the Tarka Trail.
More info see facebook page.
Bhp to Cycle Power, Scooterist Cycle Ride in
aid of Cancer is a C**t

25th-28th SEPTEMBER

SWSC 'WOOLACOMBE BSRA SCOOTER RALLY'

3 Day Event at Golden Coast Holiday
Village contact on 01271 870 343 - Bands
include 'Basket Case', 'King Hammond' &
'Abba Fever' plus loads more to do.
Over 18's only in Evening Events.
Tickets for Woolacombe.
Adults £15.00 in advance or
£20.00 on the Gate.

Children from 13-17 £7.50 in advance or
£10.00 on the Gate (Under 12 FREE).
Cheques payable to Southwest Scooter
Clubs, and send with SAE to Woolacombe
Tickets, SWSC, PO Box 46, W-S-M, Somerset,
BS23 1AF.

9th-11th OCTOBER

SCOOTERMANIACS SC

'END OF SEASON RALLY'

At the Hobby Horse, Minehead, Somerset,
TA24 5QP Camping Nearby. Plenty of B&B's -
Info Pete 01984 633372. All profits to Local
Charities. info at
www.scootermaniacs.co.uk

20th-23rd NOVEMBER

SWSC 'WARMWELL SCOOTER RALLY'

3 day event - Warmwell, Nr Weymouth. Booking
for Chalets call 0871 6410354 or 0191 2685986.
Over 18's only in Evening Events.

Bands include 'The Talks',
'Sex Pistols Experience' And Others
Tickets for Warmwell. Adults £15.00 in advance
or £20.00 on the Gate.

Cheques payable to Southwest Scooter Clubs,
and send with SAE to Warmwell Tickets, SWSC,
PO Box 46, W-S-M, Somerset, BS23 1AF.

RUN TO THE RIVIERA Rally

19th-20th JUNE 2015
Liverton FC, Nr Bovey Tracey
Devon, TQ12 6JF

Entry £10

Per person for 2 nights.
(Additional £5 parking fee
per car/van applies)
Toilet & shower facilities available

Event Info

FOOD & DRINK
Late night BBQ, curries, chips & bar
DJ EMMA COX & LIVE BANDS
The Embassadors (Fri) &
Citizen Smith (Sat)

PARTS FAIR, RIDE OUT & ACTIVITIES:
10am Parts Fair, 11am Custom Show,
12pm Ride Out, Scooter Gymkhana,
Tag of War, Karaoke and much more!



ONLY 499
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info booklet!

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The Vale of The White Horse Scooter Rally 3

**3rd-5th July
2015**



Saturday
afternoon
Ride-out!

Charity Fundraiser

SET IN THE BEAUTIFUL PEWSEY VALE

at The Coopers Arms

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Organised by the Friends of the Vale

LIVE MUSIC

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FOOD • DRINK • CAMPING • DJ'S

Tickets £10.00 available now tel: 01984 633372 or 0191 2685986

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Scooter Clubs - Dorset

are proud to present

JO LOVING, TONY WOOD & ABSENT FRIENDS CHARITY DAY

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THE 16TH ANTWERP INTERNATIONAL SCOOTER SHOW

With the weather looking good for Antwerp – well far better than usual for this time of year – we loaded up and headed for Dover and a motel after work on Thursday night so we could get the early ferry en route to the 16th annual international scooter custom show at Antwerp.

Arriving at our digs in Antwerp city centre, our group of five had a fairly event-free ride there. One scooter suffered a minor heat-seize on some new rings and another lost all lights but nothing major and, at least, no snow.

The meet and greet drink at the lively city centre bar/cafe Kapitein Zeppos was fairly light on scooterists but as usual Tim and Jurgen were there buying the drinks, with a Lambretta Model D on display in there all weekend. Later on some went to the first night of a boss reggae/rocksteady weekender being held in parallel with the scooter weekender in the city, but a long day and a few very strong beers saw us turning in around 1am.

Saturday's ride out met as usual outside Zeppos' and a group of around 25 scooters headed through the maze of the city over tram tracks and cobbles and out into the suburbs. All good fun and about 45 minutes later we arrived at a very original Belgian bar from the 1930s with plenty of vintage signage and fittings.

After a couple of drinks with the ever-hospitable hosts of the weekender, we headed back into the city for a meal and to get ready for the night's entertainment. A very amusing and lubricated local kept us entertained in a bar until around midnight when we headed for the evening do when we realised how late it was. An unlikely looking character in a smart blazer and specs, he was a hilarious p*ss artist.

The night's entertainment was at a different venue to normal (the reggae weekender being held in the now usual de Kleine hedonist bar venue). Polly Goes Psycho – Scooter Edition was held at cafe Kiebooms, a great run down Art Deco bar venue in a dodgy part of the city, and with free entry there were plenty of characters in with the sweaty throng dancing to quality Northern, R&B, 70s reggae, soul, disco, Blow-Up sounds and the floor was busy, certainly while we were there until around 3.30am

The show on the Sunday was back at the Royal Antwerp FC stadium. A little thin on the ground custom scoot wise it has to



be said, but still there were plenty of stalls and some interesting machines on display from unusual vintages from the Cigales Scooter Club to a superbly restored Vespa U model and a fire-breathing small frame street racer, among the vintage Vespas and Lambrettas.

There were some jumble stalls outside too, Lambrettafinder Sam de Coussemaker also had a stall, and for those after a complete bike some restos were on sale.

With a night in Bruges beckoning, we headed off later and after arriving in another beautiful city were soon out for a relaxing beer and bite to eat before catching up on some sleep. A quick tour in the morning to a famous Belgian First World War site at Diksmuide (via all the roadworks and diversions in Belgium it seemed!), then the ferry at Dunkerque and Blighty bound. Another great weekend in Antwerp and thanks to Tim and Jurgen for their dedication and hard work organising it.

Ben Ford



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MORECAMBE PRE-SEASON SCOOTER RALLY

Morecambe hardly conjures up an image of an exciting, exotic beach resort at the best of times... never mind in mid-March. So to say I wasn't exactly that enthralled about the rally was a fairly accurate description. I didn't even have a decent ride to perk my interest. For me Morecambe is only 45 minutes away, with the better half of the ride also my daily commute.

In its defence, I have some fond memories of attending the Morecambe rally with my dad as a young kid, but the event has shrunk over the years, only adding to my low expectations. However, being faced with another weekend holed up at home and a growing sense of cabin fever, I took the plunge and went ahead and booked a B&B anyway.

Unfortunately, I wasn't able to make the Friday night so I'd planned an early(ish) ride over to catch the custom show and parts fair. Before setting off, I had the added challenge of squeezing in a hairdryer and hair straighteners to my small panniers. No, these weren't to maintain my dashing looks, they were part of my girlfriend's essential rally luggage as we were riding two up on my trusty Jet 200.

Before we knew it, we'd pulled into Morecambe and as you'd expect, it was cold and grey! The hub for the VFM organised rally was The Platform and we'd arrived just as it started to busy up. Soon the area was swamped with scooters, with plenty of quality on show to admire. I was busy catching up with mates after the

winter hiatus, however I got the impression that a lot of people were day tripping... In fact, I was left wondering whether there'd be anyone left for the night time do.

Anyway, I bumped into the editor and he filled me in on Friday night's antics in the Ranch Bar. Apparently the place was packed out with people getting back into the swing of things after the obligatory winter hibernation. Interestingly, a couple of miles up the road in Heysham, PM Tuning was holding an open day with dyno runs to raise money for the local air ambulance charity, for those who wanted to test the mettle of their steed!

Fast forward to late afternoon, Lydia and I had met up with fellow YGSC members Matt and his girlfriend Amy. We headed into town, and in a rather clichéd scooterist manner started to sample some of Morecambe's drinking establishments. However, we didn't really know what to expect later on; had anyone actually decided to stay the night? Or had Morecambe's poor reputation frightened them off?



As the evening drew on, we were slowly working our way toward the do. We eventually dived into The Platform, and I think it was safe to say our low expectations were unfounded! I honestly think the lack of buzz around the rally had worked massively in its favour. 'Alternative' band The Topcats, with their rock 'n' roll style were not the type to attract the 'fringe' elements of the scene in the same way 'yet another' generic covers band would.

This made for a more hardcore scooterist crowd in the venue, meaning the VFM had far more musical freedom, and they managed to offer something for everyone, without too many old cliché sounds. The disused railway station made for a quirky venue with heaps of atmosphere, and it was bouncing all night!

So all in all, what a great way to kick start 2015's rallies – roll on Scarborough! And maybe people shouldn't be quite so hasty in future to write off Morecambe either...

Words: Jordan Lewis

Photos: Andy & Jordan



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VMSC EXTRAVAGANZA 2015

They say that one man's loss is another man's gain; well this year it was the long-awaited turn of the traders at the VMSC show benefit from a rather unhappy downturn in the weather.

For most of recent memory, Coventry's annual scooter classic seemed blessed by unfathomably favourable scooter riding conditions, so when the enormous Midland Scooters ride-out from Birmingham pulled up in the car park, many people were content simply to sit outside and soak up both atmosphere and rays without ever entering the show or dealer market.

This year we were treated to more powerful showers than an open day at the Triton factory. As a result many of those who planned to come didn't bother, and many others brought the car. The boon for the organisers was that nobody wanted to stand around getting soaked so they paid to get in. For the traders it meant people were happier to buy larger items because it was easier to transport them.

The show itself seemed a little down on numbers of entered scooters but the standard and range of machinery was as high as ever.

Vintage scooters ranged from iron curtain oddballs like the IWL Berlin to jewel-like Moto Rumis and an ABC Skootamota from the dawn of scootering time. It was also an opportunity to see a Vespa 50N with pedals and a trio of race replica open-frame Lambrettas. Restoration standard ranged from the sublime – including a gorgeous Lambretta C – through to Marshman John's rust sculpture of a Phoenix, presumably after too many Phoenix Nights. That's one bird whose resurrection seems unlikely.

For the custom crew there were numerous delicious customs from retro Vreeble AF S-types through to the hyper-modern Ken Block inspired GP. There was also a chance to inspect the evolving





details of customs like Trafalgar and Ceremony that even the pages of *Scooter* cannot do justice to.

Around the trade end of the hall, deal of the day, and still unsold at close of play, was a nicely painted black 1970 VBB – presumably of Indian origin – that Dom from the LCGB stand wanted £800 for minus an engine. If you look at the price of a paintjob these days then that's not a lot for a classic scooter with free road tax.

It was good to see the Vespa Club of Great Britain really promoting the brand with vigour. Since the rejuvenation of the club with an influx of younger committee staff the membership figures have blossomed and the merchandise on the stall reflected that.

Occupying front of stage at this year's event – quite literally – was the Series 2 which is being raffled off for Abbie's Hideaway; a local charity which offers holidays to families with children suffering from cancer. This Lambretta is due to be given away in June after their anniversary bash in May.

Sticky

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SCARBOROUGH SCOOTER RALLY BRSA #1 EASTER, 2015

Brighton may be thought of as the spiritual home of the original Mods, but for scooterists there's a town in the north east of Yorkshire that is much more historically important – from a scooter rally point of view at least.

Scarborough is a place where many attended their first scooter run after the 1979 Quadrophenia revival, and where many of them found a place in the cells after the exuberance of youth landed them in a bit of bother.

In fact, so many young Mods and fledgling scooter boys were arrested in 1980 that the police ran out of handcuffs and legend has it that a well-known local scooterist's police dog handler dad used plastic tie-wraps as make do handcuffs for the very first time; a practice that is now used in large scale disruptive situations around the world. It seems the British scooter scene is actually responsible for a lot more than we give it credit for...

Thankfully, the fight has gone out of most of us now; fisticuffs and plasticuffs aren't such an important part of a rally. As a result, not only do formerly hostile towns allow us to have rallies there, but they welcome us (and the scooterist pound) with open tills.

I was too young to be in Scarborough in 1980, but eight years later I rode my brand new red Vespa T5 to a rally there for the very first time. Who'd have thought that 27 years (long enough for Nelson Mandela to do a prison stint) and numerous Scarborough rallies later I'd still be doing it and feeling as excited as ever on Good Friday?

For this Bank Holiday, God decided to replace lovely sunshine with wet, miserable and cold weather for my 120-mile dash to the seaside. Our posse of well-moistened fellow club members and various waifs and strays made good time with nothing more than a minor grass tracking incident for my other half to worry about as we made our way via the foggy and not so scenic route to the seaside.

Arriving in good time, we found that the wide pavement around the centrally located Grand Hotel was already overflowing with scooters. The evening turned into a late one around town before we headed down to the Spa for the last hour of VFM's evening do for a late drink and a catch up with friends.



Saturday was thankfully much brighter, although the previous day's fog had settled in my poorly thumping head, but I was up and at 'em for an early trip to the custom show before the hordes of rally goers and daytrippers turned the access road and promenade into a no-go zone later in the day. Looking around the show the DTC boys put on a fantastic display of classic street racer Lammies, which was good to see.

The latest Insane Innovations creation was also hard to miss; it's a huge, long and wide Series 2 Lambretta with GTS 250 engine, hydraulic rear end and more tricks up its well-engineered sleeves than we can list here.

On my return later in the afternoon the trophies were handed out with 'Best Ridden' getting the biggest cheers; it went to a scooter that has been around forever and still looks as good now as it did back in the day, a scooter that is as important to the history of the scene as the town itself – Sign of the Snake.





Later on we trawled the pubs and visited the happy hour bars of various Victorian masterpieces like The Grand and The Oyal Hotel, although I think the 'R' may have dropped off the name plaque of that one. The impressive entrance soon gives way to squalor though so don't be fooled, the further up you go the scabbier it gets and our friends' room was in a fourth floor squat – we quickly made our excuses and left.

As usual a good laugh was had around town before once again heading down to the Spa where King Hammond and his amazing shiny shoes were entertaining the crowds. Whoever said there's no young people around the scene only had to check out the main room as a large group of early 20s scooterists partied the night away and loved every minute of it, although I'm not sure why one youngster was holding the sacrificial top-half of a naked mannequin aloft for most of the evening, gazing at it in wonder like it was Christ reborn.

Either way, a great night, whether you believe in the resurrection or not. Thankfully, I was reborn overnight and felt excited for the

warm and dry ride home, although our departure was slightly delayed, as we had to dismantle the front end of a Lambretta after one of our travelling party (who shall remain nameless) locked two scooters together and brought the wrong key to the rally.

It took less than a minute to remove Jo Gilmore's front wheel to unthread her lock, so be careful how you lock your scooter up. It also took the same amount of time to angle grind the 'Armoured' cable lock off the second scooter after it was recovered home.

The ride was a fast and pleasant one, or it was until my rear shock unwound itself and ground the exhaust on a roundabout. Then 30 miles from home my clutch decided to combust so I limped it the rest of the way, almost having to push up hills, as I got closer to the finish line. All in all a great start to the 2015 national rallies, let's all get out and cover some scootering miles this summer...

Words: Iggy

Photographs: Andy & Iggy



CUSTOM SHOW RESULTS

Best of show (sponsored by Scootering): Vlad
Punters' choice (sponsored by VFM): All Gone Pete Tong
Best ridden (sponsored by Mike Phoenix): Sign of the Snake
Best Lambretta custom (sponsored by Bank Holiday Records): Avatar
Best Vespa custom (sponsored by VCB): Terrace Legends
Best non Vespa/Lambretta (sponsored by MSC): Lambretta trike
Best oddity/engineering (sponsored by Lambretta Chopper Owners Club): Insane Kroozer
Best club display (sponsored by Crusader): DTC Owners Club
Best restored scooter (sponsored by Northumbria Scooters): Model C
Best original scooter (sponsored by LCGB): SX150 with Pav trailer
Best accessories (sponsored by Warrior): Giacomo's Vespa
Best street racer (sponsored by Mansfield Monsters SC): Block
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Misfit

a Yorkshire oddity

It's fair to say that Roger is one of life's characters. He's a scooterist through and through and is well known on the rally scene, as is his club – the Dirty Mills SC.



Just a few of the Dirty Mills SC, 31 years on and still going strong.

As oddities go, both the owner and his latest scooter 'Misfit' couldn't have been given a better name. They're not conventional in any sense of the word. Aside from having a large scooter family and a collection of oddball scooters Roger also has a large family of his own and whenever possible he likes to be able to include some of them on his scooter jaunts, so madcap sidecars are his passion.

For instance there's his Gilera Nexus 500, complete with two-seater fairground dodgem sidecar. Then there's his current project, a lowrider sidecar contraption/death trap, plus, of course this weird specimen.

Building pyramids

Roger is well known for taking his time to complete (or not as the case may be) a project, this one took the best part of 14 years to get to this stage, but if you're into sidecars you're used to things taking time. Roger is a builder by trade and admits he's not handy at welding... or wielding a spanner.

SCOOTER DETAILS

Owner: Roger

Age: 50

Scooter Club: Dirty Mills SC, 'The backbone of Yorkshire'.

Meeting place: Wharf Side, Wakefield, Thursday nights.

First scooter: Vespa Super back in 1981.

Favourite scooter: Vespa P200 or T5, I'm a Vespa man through and through.

Favourite style of custom scooter: Anything done with imagination, away from the norm and built not bought.

Farthest ever ridden a scooter moped: LEJOG 1990, on a Vespa 50 Special.

Most useless part ever bought for a scooter: An ashtray for my sidecar.

What part would you like to see developed for a scooter: A 500cc two-stroke Vespa engine.

Name of scooter: Misfit

Time to build: 14 years, but I had a rest along the way.

Frame modifications: Pretty much everything you can see, smashed up custom scoot mated to a standard PX.

Specialised parts: Stainless steel rear bumper by that black bloke down Wakefield.

Cost: £36, built to a tight Yorkshire budget!

Any advice for somebody starting a project: Take your time, quality is worth waiting for. Measure once and just cut it – always have a Dremel handy.

Anything you'd like to be different: Tow bar and trailer to add. Oh, and a roof!

Engine: Standard PX200, built to ride to rallies everywhere.

Paint: White with vinyl graphics.

Cruising speed: 55mph, I don't want to go any faster!

Hardest part of the project: Lining the gloveboxes up and fitting the engine bolt.

Thanks: Dicky for building it, Andy Smith for paint prep, Mel for stirring the paint, Graham, Wick & Pat for being there, Keith for inspiration, Craig for lube, Gary for the haircut this morning (said I'd mention him) and everybody else who didn't make the grade.



Welcome to dodgem city.



He told us: "If I could weld I'd be dangerous." But he did build the house he lives in and also the rest of the estate it's sited on. Just as well really, because otherwise he might have problems with his neighbours when 20 scooterists turn up on a Saturday afternoon for a beer or two – followed by an impromptu human scooter riding pyramid.

People carrier

Misfit came about as a project born from necessity, other than a car this was the only way he could transport four people and their luggage around in some kind of comfort. The machine started out in life as an old complete Mark 1 Vespa P200 and the smashed up remains of fellow Dirty Mills associate, Nakka's Fosters themed custom scooter.

Roger took the pile of scrap and a P200 down to his brother, Dicky to try and mate the two machines together. Luckily Dicky's a welder rather than another builder. The hardest part for him apparently was actually getting the dual toolboxes lined up thanks to their curves, but they're an important part of the design from a practical point of view – not only do they help to strengthen the front end, but they also provide extra storage space, as does the rear part of the frame where the tank would ordinarily sit, and the extra space between the two rear frame sections.

The original idea was to use two PX headsets side by side so the front passenger could hold on to a set of handlebars, but unfortunately there wasn't enough space so a simple grab handle was used instead. Not quite as eye catching (or alarming if you see it coming

Top left: It may not be a set of handlebars but that grab handle is a welcome addition.

Top right: Just enough room for a small child beneath the seat.

Above right: Like Roger's dodgem, Misfit provides all the fun of the fair.



Built for some moderate sized people, rather than overweight middle aged friends.



towards you) but it gives a frightened passenger somewhere to grab on to!

Once the frame and chassis beneath the scooter were sorted they were sent off to another club member to be prepped for paint. Andy Smith did a great job of blending the two halves, but the first local sprayer apparently "painted it with a stick," so it had to be resprayed.

Originally the scooter was going to have a Herbie theme, but the remake of the film came out at the same time, so Plan B was for it to be called 'The Inbetweeners' until the film of the same name came out, in fact the sequel was out before this scooter eventually hit the road. Option three was a last minute decision last August so it was christened 'Misfit' which to be honest is quite apt.

Big job

Roger and the Dirty Mills are road-going scooterists and this scooter wasn't built as a showpiece; neither was it designed to stay within the confines of Yorkshire. The Dirty Mills celebrated their 30th anniversary in 2014 and are still as keen to travel to the national rallies and also into Europe whenever possible, so Misfit will be well ridden.

In fact if you were at last year's Isle of Wight rally you'll have no doubt seen the scooter giving regular rides around the speedway track. Having a twin front ended scooter looks quite bizarre and while it may be a bit rough around the edges, it does actually work, although Roger said: "It's a right job to get an engine bolt in, or change a wheel."

Like many scooters, it's never actually finished and Roger also has some other plans for it. "I'm going to fit a roof next," he reckons. And if there's one thing you can be sure of, he ain't joking, so watch this space...

lggy

"Not quite as eye catching, but it gives a frightened passenger somewhere to grab on to!"



ROGER SO FAR

Roger once rode from Land's End to John O'Groats with a few friends... he was on a Vespa 50 Special. That was back in 1990, the same year that he had a nasty drunken helmetless accident while riding a scooter at the NSRA Saintes Euro rally in France.

Roger ended up in a coma, which put quite a dampener on the campsite on the Sunday morning when we heard what had happened. Thankfully he lived to tell the tale and was able to complete the gruelling charity road trip later that year.



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THE 8TH CLASSIC & AUTOMATIC SCOOTERSHOW, 2015

The Classic & Automatic Scootershow in Germany is by now an established event; the proven concept of separated display areas for classic and automatic custom scooters continued and there was something a little alien to British readers maybe?

Organised by Scooter Center Köln and held again at the Abenteuerhallen Kalk in Cologne, for a very moderate entry fee of €5, the visitors gained access to the event. The music playing all day was separated in two areas and a live DJ did a very good job of entertaining the crowd, also giving away prizes to the audience during a quiz.

Food and drinks were readily accessible all day and more than 1500 visitors and exhibitors from countries as far away as Poland, Austria and Switzerland came along to see the 150 scooters on display and do some shopping at the different trader booths.

Arnaud Sarrazin won the trophy for 'Best of All' with his automatic scooter Hondadio. 'Best Lambretta' went to Christian Schnieder with Time Machine (Page 122 of this issue), 'Best Vespa' to Marek Nachlik and his Stray Bullet (*Scootering*

September 2013). Marek also received a well-deserved 'Best engineering' trophy for his 10-Inch Terror Vespa, featuring a Husqvarna engine under the removable bodywork! 'Best Club Display' was given to the proud community of Vespanest Aachen.

Some other the notable rides in the classic scooter area included the red tricycle from Markus Tomasini, powered by a small-frame engine at the front wheel, which seemed a little ridiculous until you saw the Vespa Dragster with a Yamaha R1 engine – complete madness!

Then there was the comparatively more sedate Ace Café Vespa Racer, which also won 'Best Custom' and the impressive yellow V50 quarter-mile racer Sharknado from Matthias Dahl, who went home with the trophy for 'Best Sprinter'.

So once again, another great day out with some fantastic scooters to admire; congratulations to all involved.

Andreas

RESULTS

(highlights)

Best Club Display: Vespanest

Best Automatic:

RT Custom Roxy, Patrick Euler

Best Vespa:

Stray Bullet, Marek Nachlik

Best Lambretta:

Time Machine, Christian Schnieder

Best of All:

Hondadio, Arnaud Sarrazin

Best Mod:

Rebellin, Fritz Schwerdtfeger

Best Paint:

Time Machine, Christian Schnieder

Best Sprinter:

Sharknado, Matthias Dahl

Best Street Custom:

West Coast F**ker, Kevin Hagan

Best Custom:

Ace Café Racer, Helge Joensson

Best Street Racer:

Markus Blau

Best Original Condition:

Special One, Bernd Rüland

Best Engineering:

10-Inch Terror, Marek Nachlik



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CASA SS 225 KIT TESTED

If you are into high-performance classic scooters then this is a great time to be alive. There are so many tuning conversions, parts and even full replacement engines being produced that I expect Tesco will soon start stocking them.



YOU ARE THE WEAKEST LINK... GOODBYE

Perhaps more pertinent is that many of the 'weak links' that held back the reliability of highly tuned scooters – particularly Lambrettas – have now been dealt with. Clutches and crankshafts were always the most fragile parts, prone to twisting, breaking, warping or slipping. Nowadays every tuning shop stocks parts that solve those problems. Indeed, many of the larger businesses build their own.

For those whose interest is purely Innocenti-based scooters, then the choice of performance kit has just become even broader with the release of the Casa Lambretta SS 200 (125/150/175 casings) and SS 225 (200 casings).

So what is involved and how does it compare?

DUKES OF ESSEX

As I orbit the roundabout and peel off at a tangent the front wheel of John Balcomb's yellow GP goes light as I wind on the throttle. I'm in second gear. This is most certainly more punch than you'd expect from a TS1; even a good one.

John's motor is based around a Casa SS 225 kit in 'Lydden Hill Replica' specification – which means that the ports have been hand-adjusted by Italian tuner Barone. The only changes from that spec are a 60mm crank (because that's what John's engine had in it) and a packer added below the reed valve to reduce the obstruction to the boost ports. There's nothing exotic about the ignition (Indian with an Agusto retarder box), exhaust (Franspeed Race TS1) or carburettor (Dellorto 30mm PHBH) either. Despite the relatively modest choice of components the scooter makes 28hp on JB Tuning's dyno.



Two-stroke tuners are a funny bunch and it's rare to ever hear them compliment another's work, however John reluctantly admits that Barone has done a good job with the SS kits and explains that it would take a fair bit of work to make a TS1 perform that well.

It has to be said that this engine laps up revs like a puppy laps up spilled milk. Useful power arrives with a kick at around 6000rpm. Peak power is at 8500rpm and it happily revs to 9000.

In my book that delivery puts it firmly in the camp of street racing rather than touring; with the natural competitor to the SS kits being AF Rayspeed's RB range. Like the RB kits, this is not an engine that you should over-gear. Instead it is better to gear it low and let it scream around at the revs

the cylinder wants to run at. That said, you need to make sure all the other bits of the engine can stand the strain.

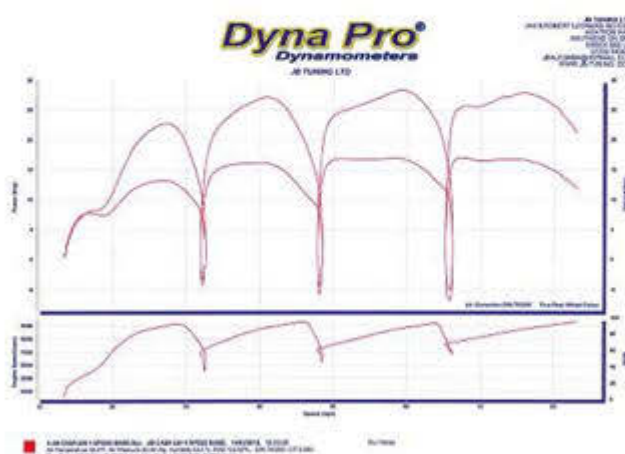
As with most kits you can easily tailor the power delivery by fitting different exhaust systems, and to some extent by adjusting the height of the cylinder with different packers and gaskets.

JB's demonstrator was fitted with an L1150 gearbox and 16x46 sprockets for a final drive ratio of 4.9, which equates roughly to 10mph per 1000rpm. On this gearing it would comfortably pull the gap between third and fourth gear, allowing the scooter to get up to 80mph very rapidly.

With only three miles clocked on a fresh barrel it would have been expecting too much to ask it to hold that speed for long, but certainly there was a little more on tap.



A third gear power run showing power (left vertical scale) and torque (right vertical scale) versus rpm.



A run through all four gears showing power versus speed (top row of bumps) and torque versus speed (lower row of bumps).

ITALIAN STALLION

I've also ridden RLC's SS 225 demonstrator fitted with an SS 225 kit, 58mm stroke crank, Franspeed Race exhaust and a larger 34mm carb. Thankfully this one had a few more miles on it than JB's version so I was able to give it a little more hammer.

That scooter exhibited the same rush of performance from 6000rpm to 9000rpm but was running on even lower overall gearing (5.6:1 final drive ratio) making it top out at 81mph by my GPS.

This scooter is a Lucky Bag of laughs to ride; fast but not uncontrollable if you possess a moderate amount of riding skill.

Engine builder Mickey Carlini said that on RLC's dyno the bolt-on kit produced 28hp which is broadly in line with expectation considering the use of an off-the-shelf road exhaust. RLC has also been experimenting with the small-block SS200 engine and has obtained around 21hp with a similar exhaust and 30mm carb. Again, this puts the Casa SS kit firmly in the competition with the RB20 kit or a well set-up Imola kit.

How it compares with Tino Sacchi's new Super Imola (smallblock version of the Super Monza) is a test for another time.

VERDICT

This kit clearly has as much performance potential as a herd of Usain Bolts, but at this early stage of development I'd put it in the fast and furious fun camp, along with the AF RB kits. If your style of riding is a local weekend thrash with your mates then this could be just the ticket. The SS 225 provides a relatively easy shortcut to horsepower in the high-20s without breaking a sweat, and provides a solid springboard for further tuning.

The kit certainly appears to be well designed and nicely made. Priced at £580 (from JB Tuning) for Barone's hand-ported 225 'Lydden Hill Replica' version it seems decent value considering the inclusion of a billet CNC head. The SS 200 is currently priced at £535.

What the SS 225 kit has yet to demonstrate is any capacity for long distance mile munching that some of

the lower powered and lower revving kits have already proven. It could be that the SS kit is perfectly capable of motorway work with relatively few adjustments, but we are too soon in the development process to know for certain. The best recipes aren't invented overnight. Certainly, those for touring with a TS1 have been 30 years in the making.

Sticky

For more info see www.jbtuning.co.uk



THE TECHNICAL DETAILS



Above left: There's not a lot of gasket between the manifold bolts and the huge reed-valve recess. **Above middle:** O-ring exhaust fitting is a nice touch but M8 studs could cause problems with some exhausts. **Above right:** Transfer port area and angles are improved compared to the TS1 kit.



Inlet manifold options. All feature a cast-in 'stuffer' to improve gas-flow.

The Casa SS 225 and SS 200 cylinders are both cast in alloy with a Nikasil-style lining. Like the RB225 barrels and new Gran Turismo GT200 kits the SS features 'Boyesen' feeder ports which circumnavigate the upper cylinder studs and feed from the six-petal reed valve direct to the transfer ports.

Port timings for the 225 are in the region of 127-129 transfer and 188-190 exhaust depending on base gasket heights etc.

The centre-bridged 'butterfly' exhaust port design has already proved itself reliable for a Lambretta air-cooled kit as it is used in Ron Moss' Avanti TT3 kit.

There are three inlet manifold options. The 30mm and 35mm versions use flange-type rubber fittings to maximise clearance between the carb mouth and panel. There is also a 38mm race option which uses a conventional tubular rubber connector, but this cannot be used in conjunction with a standard Lambretta toolbox.



Above left: The forged piston by Vertex comes with a low friction coating. **Above right:** Anodised heads have a seven-point fixing with a combustion chamber that locates inside the cylinder bore.

DEVELOPMENT OF THE CASA SS KITS



Mattia Pacini at Lydden Hill BSSO round with Bert Conneely break-dancing in the background.



Roberto Barone.



Vittorio Tessera.

These kits were initially a three-party project, with the porting layout by Italian tuner Roberto Barone, construction by Parmakit and retail via Vittorio Tessera's Casa Lambretta concern.

When first presented in the Casa catalogue, these cylinder kits were labelled X6 and X7 respectively, but those were simply the part numbers in the Performance section. Subsequently they have been named SS; which is short for Super Sport; a favourite Italian moniker for anything vaguely racy.

The kits were used in anger in the Italian VPI race series throughout the 2014 season, with rider Mattia Pacini achieving an overall class victory on a special 186cc version of the SS200 kit built to comply with the class rules. The team also thoroughly announced

their arrival in Britain at Lydden Hill BSSO meeting in July 2012 where Mattia Pacini won several hard-fought races.

Since that time several Casa Lambretta distributors have provided input to the final versions of the retail kit: RLC was involved in design of the inlet manifolds and JB Tuning has suggested revisions to the cylinder head to improve reliability for road use.

There are also several Italian companies involved in making specific exhaust systems to suit the SS kits, including a Clubman-type touring exhaust.

For the 2015 season, Rimini Lambretta Centre is building two SS-kitted scooters for the Casa Lambretta team to use in the European Scooter Challenge series taking place in France, Germany, Austria and the Czech Republic (www.eurochallenge.de).

IS IT FOR ME?

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- Very powerful out-of-the-box.
- Choice of inlet manifolds.
- Flange rubber inlet manifold offers good panel clearance.

CONS

- Not the cheapest kit by a long way.
- M8 exhaust studs make it tricky to fit nuts with some exhaust flanges
- Bridged exhaust port traditionally more vulnerable to wear and seizure than single oval port.
- Higher revving engine requires good quality crank and ignition.

Right: The kit includes a selection of base gaskets. A complete 'race kit in a box' including crank, exhaust, carb and ignition is also planned.



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THE RAT ROD DOUGLAS VESPA 152L2 MULE, PT 3

The build continues; it's me that has to get my hands dirty now though and I wasn't looking forward to installing the wiring loom or cables as I'd heard so many horror stories surrounding early model Vespa frames.

The Tube(s)

Not really being familiar with working on models prior to second series (square tail) Sportiques I was a little surprised to find the cable routing tubes were still fitted to the 152L2's. Checking a round tail Sportique I found those too had the tubes fitted, so they must have been omitted when the change over occurred.

The tubes are for the rear brake cable (more later), gear cables and clutch. Those for the gears are a little wider in order to

accommodate the two cables together and run up to just behind the cut out for the horn.

These can be troublesome as many scooters seemed to be laid up when replacement outer cables couldn't be threaded through the tubes after the ingress of water and road grime had rendered them extremely difficult to remove.

In the past I've used a length of strong fencing wire to poke and prod the obstruction out of the way before flushing through with a degreaser and spray grease.

The tube for the clutch cable is a very short one, simply exiting the frame. The brake cable though is a completely different arrangement with a long, small-diameter tube running from around the engine-mounting right up to the opposite exit point near the brake lever itself, necessitating a very short outer cable between the frame and engine mounted adjuster block.

Now, considering I need to fit a rear brake light, switch and loom this might cause a bit of packaging-related stress.



Lovely but pricey, the genuine Douglas shield badge.





Above left: The simplicity of the rear light unit should make for an easy conversion. **Above centre:** T5 front brake cable switch which will be press-ganged into service as a rear brake operating switch. **Above right:** The loom ready to fit with handy wiring diagram supplied from Beedspeed. **Below left:** The three tube exit for the gear cables, clutch and rear brake. **Below centre:** Steering lock strengthening visible inside the frame. **Below right:** Crazed speedo glass after the frame dropped onto it.



Braking news

Speaking to a number of people I've learned there are a couple of options for incorporating a brake light onto similar machines (40s and 50s Lambrettas and Vespas, and also imported 50cc models up to the 70s as they weren't mandatory for some moped classed scooters in certain countries).

Here, the obvious conversion would be to drill three holes and fit a brake pedal operated switch like those fitted to GS and Rally Vespas. Not wanting to add something visually incorrect, I elected when ordering my loom from Beedspeed not to have this (easy) option included when they made my loom up. The other option is to have a switch mounted on the engine near the brake lever being opened by a spring or chain.

The simplest version of this, I was informed by Dez Askill, who's undertaken many such upgrades in the past, is to fit a T5 front brake switch into the rear brake line and run a power wire down from either the loom or more directly from the junction box on the engine. Genuine T5 switches are becoming thin on the ground but I was lucky enough to obtain a good used item from Barry Turner at the Scooter Warehouse on the Wirral.

Wonders of wiring

Taking the rear light off, the internals were found to be very simple and will accommodate a Lambretta twin festoon rear light unit cut down to fit inside the Vespa housing, converting it to twin bulb operation. Threading the loom through the frame

wasn't as simple as I'd hoped. Feeding a clutch inner through from the horn cut-out I was immediately aware of a couple of strengthening baffles to be negotiated, then the brake lever pivot running through the cavity at its thinnest point.

With the loom taped to the cable I started gently to draw the loom towards the headstock, only to get caught up on a hidden obstruction. Skinned knuckles, expletive-soured air and delving deep into the frame arch revealed a large neatly tied knot of household earth cable lodged near the brake pivot! With that removed the loom slid the rest of the way through the frame.

Locks & trim

Interestingly, with the forks out I was able to have a rummage around the frame and found that although no provision is made for a steering lock other than a slight hump in the steel to accommodate one, the strengthening bracket inside the frame for the lock to butt up against is welded in the correct position.

This should allow an easy installation if an owner of similar scooters should wish.

Access to the pressed metal horn cast shield mounting tangs is only possible with the forks removed so I took the opportunity to fit it. If you're looking to buy one of these scooters and the badge is missing you'll be looking at an expensive outlay to obtain an original item.

Luckily, the speedo situation is becoming a little easier as white faced ones are being remade. I'm told the Douglas models should

have a black faced speedometer; European imported ones wore white and are distinct to this model, although looking similar to Clubman items, as they have a very subtle taper to the sides of the housing.

I say luckily as I managed to allow the frame to fall off its stand onto the headset and fragile speedo glass stored below.

While on the subject of rare, I needed a set of handlebar grips; obviously Douglas embossed ones rather than Piaggio stamped ones. These are particularly hard to obtain in Vespisti circles, and if that wasn't bad enough I want patinated grips so as not to be too obvious when compared to the condition of the rest of the scooter.

However this actually played into my hands as it allowed me to scrounge a pair that most refinishers of pristine scooters would turn their noses up at, although I had to buy two more headsets in order to get them.

Next time

With the engine now refitted, cables and loom connected and supporting itself on two wheels the scooter will be taken to Harry Barlow for the carburetion and timing to be set and fettled.

Hopefully by the time you read this instalment any teething troubles will have been ironed out and, fingers crossed I will have MoT'd the machine and been putting miles onto it in anticipation of it attending the Surrey Vintage Vespa Club's London to Brighton ride in May.

Richie

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Images courtesy of Richie Lunt

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10 SCOOTER RALLY ESSENTIALS



YOU MUST REMEMBER TO PACK

The scooter rally season has begun, your classic Italian shopping bike is all serviced, full of petrol and fresh oil and ready to go, and you've even remember to pack a spare pair of underpants! But what must you not forget to take with you on your adventures this year? Here's our list of essentials to help you enjoy the ride... **Andy**

Directions

Okay so most of us know that Scarborough is on the North Yorkshire coast and Weston-super-Mare is in the south west just below Bristol, but do you know how to get there? In the old days a Little Chef map could be procured at numerous locations around the country to at least point you vaguely in the correct direction, but times have changed.

Many today rely on a sat nav but what happens if you lose power or suffer a technical malfunction? Our advice is get a proper old school map, plan your route in advance and if need be either tape some basic instructions to your handlebars or carry the map somewhere that's easy to reference while you're riding.



Cables

A common problem and easily fixed, yet if you don't have a spare cable you're immediately plunged into the world of 'bodge' or 'pushing' to get yourself home.

If you're really stuck for space then clutch could be used as a front brake cable most of the time, and depending on nipples gear and throttle could be used as either. That said, if you can carry a full set, then why not?

Always carry a little pot with nipples, cable ends etc. too, as these always go AWOL when you least need them to do so, and the right spanners to tighten them up.



Spare wheel/puncture kit

It may sound simple, but it's the basics that you sometimes forget. And it's not just always remembering to carry a spare wheel, but making sure it's useable too. How many of you use a 'slightly bald' spare tyre, only to discover when the time comes that there's only about 50 miles of tread left on it? And how many of you check the pressure of the spare wheel that's been fitted for the last six months but not been used?

For those with tubeless tyres, remember to pack a puncture repair kit with enough



glue, plugs and gas to fix at least two tyres, while those with tubed wheels might want to consider a spare inner tube as well. Belt and braces, and all that.

Extra gloves

There is no worse feeling in the world than having to put your hands into a pair of cold, wet and smelly motorcycle gloves. It's a fact. Even the Japanese endurance shows of the 80s deemed such a task too distressing for their contestants!

That's why I carry – and preach about – spare gloves.

You can only wear one pair at a time so while the initial outlay may be more than you'd planned, they'll last just as long. Remember to pack them in a waterproof bag of sorts (double bagging with carriers will do), then revel in the warmth and dryness of them the next time you're facing a long ride home on the Sunday morning, with your first pair still sopping wet from the ride there on Friday night. Lovely.





Cable ties

These rather insignificant looking plastic strips come in all shapes and sizes, and can prove essential in certain situations. At the very least, they're dead handy at keeping your wiring and cables neat and tidy. When it comes to roadside emergencies then these include securing the clutch arm for one-person cable change. But the real skill of cable ties is their ability to secure various parts when original fixings have broken.

Depending on size, length and number of ties available they can be used to hold on a broken exhaust tail can or keep a snapped centrestand up (both tried and tested personally!). Panel lug snapped on your Vespa (yes, that's happened to me too)? A cable tie can help. I've even seen them hold a snapped rack together.

Yes sure you have luggage straps too, but aren't they already securing your bag to your bike? A handful of cable ties take up very little space and don't cost a lot either, so are well worth packing.



Bulbs

It's a well known fact that lightbulbs only blow around dusk when you've got at least another two hours of riding to do. That's the first reason to make sure that you've got some spare light bulbs with you as they are easy to replace at the side of the road (well, on a classic scooter at least), and a good headlight is essential for seeing your way home.

At the back, having a brake light is also a vital piece of kit when it comes to letting the numpty in a car behind you know that you're stopping. And if the weather is bad, a good tail-light helps warn other motorists that you are ahead.

In short, bulbs are not big, but they are clever.



Spark plug and spanner

In the olden days of LDs and 42L2s, scooterists suffered from their spark plugs 'whiskering'. These days spark plugs can get equally fouled, and generally the cause is either the incorrect grade/temperature of plug, or wrong fuel mixture. Either way, a quick solution if your scooter refuses to start, or stops running properly is to change the old plug for a new one, a simple fix that can have you back on your way within minutes. But only if you are carrying a spare spark plug. And a spanner to remove the old one.

Waterproofs

At first I thought I really shouldn't be stating the obvious, then I cast my mind back to amount of times I've come across fellow scooterists, miles from home, in nothing but jeans and a light jacket – in the pouring rain. One was even in Europe on the way to a rally in Holland!

Another fact of life is that the probability of rain increases when there is a scooter rally taking place, and with an events calendar so full these days I'm surprised Noah hasn't started stockpiling wood and animal feed again.

If the thought of splashing out on some purpose-made riding wear that features warmth, protection and waterproofness doesn't appeal to you, then there is always the army surplus shop for some secondhand oilskins, or even our preferred favourite of Nano pocket-sized over trousers and jacket that take up little space but do the job of keeping you dry when the heavens open.



Phone and Power Bank

These days most people have breakdown recovery, either purchased from one of the well know specialist companies, or free with your insurance (check the smallprint of the latter though, to make sure it does actually cover you and your scooter on each particular journey!).

What differs from 30 years ago is that today, rather than walk or push your scooter miles to the nearest public telephone box, you can call them from where you ground to a halt with your mobile phone – but only if it has a charge. I was given a free Power Bank charging device when I entered the Tre Mari last year, but they can be purchased from as little as £8-£10 and could prove very useful indeed if you've spent the whole weekend using up your telephone's battery.



Security chain

Trust no one. That's my philosophy. That's why my shed is triple locked and alarmed, and my scooter inside is also double lock and secured to a ground anchor. Granted it's not always practical to concrete in a ground anchor on every scooter rally campsite, or in the front garden of every B&B you stay in, but the next best thing is to take a hefty lock and chain and find something else to secure your scooter to. Another scooter will do fine, a tall metal lamppost is even better.

A good lock and chain is not light, and it is quite bulky, but the alternative doesn't really bear thinking about. If you can carry a bike cover to disguise your pride and joy upon arrival too, then even better.

And... don't forget your toothbrush!



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- ☐ Stolen
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- ☐ Vespa spares
- ☐ Vintage scooters
- ☐ Wanted
- ☐ **Picture enclosed**

MONTH

CODE

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SCOOTER TRADER

EIBAR LI



Series 3, 150 Special, Spanish, restored from scratch 186 Mugello kit, front disk brake, car quality paint job, spent over £6000 restoring. Tel. 07701 034930.

KYMCO 200



low mileage retro scooter only 2923km (1800 miles) from new, ideal commuter bike, garaged from new, £1095 Tel. 07882 810942. Essex

LAMBRETTA DL



1969, 125cc (175cc), was restored two years ago, no MoT as it has been off the road for around three years, it will also need running in, £3500 Tel. 07805 814180.

LAMBRETTA GP



1971, engine RB250, built by Chalkie at Replay, Cyclone gearbox, Franrace exhaust, Mikuni carburettor, cassette clutch, £7250 Tel. 07716 101810. Cambs

LAMBRETTA GP125



1981, 185 kit, 12V 25m carb spare wheel and rack, back rack, MoT. Tel. 07947 273413 after 4pm. Doncaster

LAMBRETTA GP150



Italian, TS1 230cc, 1969 model LCGB certified with age related plate, tax exempt, new engine case fully machined for 230cc, £6000 Tel. 07711 172607. Leics

LAMBRETTA GP150



SIL rebuilt engine with only 350 miles, 190cc kit, reg as 150cc, MoT Sept, Delorto carb, electronic ignition, Ancellotti seat, £2300 ovno Tel. 07802 987701.

LAMBRETTA GP200



1980 model, lovely run around, lots of fun, 995 miles, £3100 Tel. 07975 715663.

LAMBRETTA LI 150



1964, Powers Garage just put in a rebuilt 1960 Italian engine - Classic Scooter Specialists, £1800 Tel. 00353 876752318. Ireland

LAMBRETTA LI 150



Silver Special, Italian, 1964, runs like a dream & starts first time, every time, £3250 ono Tel. Stephen 01223 213696. Cambs

LAMBRETTA LI125



Series 1, beautifully restored two seater, gold embossed red leather seats, reg in 1958 & re-registered after full restoration in Oct 2000, £6500 Tel. 07834 270822.

LAMBRETTA LI125



Series 2, 1960, reg 2010, fully restored by previous owner, excellent runner & immaculate condition, 800 miles, £3500 Tel. 07527 008858.

LAMBRETTA LI125



S1, totally restored to perfection around 2003 by Lambretta Club GB award winner & only 20 miles since, £6000 Tel. 07581 587890. Staffs

LAMBRETTA LI125



Series 4, 1969, rare model maybe only 12 in UK, unregistered, MoT'd 10 years ago, only two miles since, vgc, a gem, £2950 Tel. 07773 086174. Somerset

LAMBRETTA LI150



Series1 TS1 225 fitted, MoT & tax exempt, decals are only stickers so removeable, £5700 Tel. 07964 389197.

LAMBRETTA LI150



1962, Italian Series 3, (engine bored out to 175), chrome fixings, complete renovation from shell, oiro £3000 Tel. 07917 117323 after 5pm. Cheshire

LAMBRETTA LI150



S3, built as a rat, lots of stainless steel, engine TS1 225, built by Chalky at Replay, fast & reliable, £4750 Tel. 07716 101810.

LAMBRETTA LI150



Series II, lovely scooter, on Sorn, all work done, £2850 Tel. 02086 682364. Surrey

LAMBRETTA LI150



Special, 1965, MoT, great condition restored, £3500 ono Tel. 01925 726897 or 07885 457342. Cheshire

LAMBRETTA LI150



Silver Special, 1964, Italian, restored by Alchemy Scooters in 2011, Sprint rack, Gori Sport exhaust, MoT until Sept, £3750 Tel. 07876 454641.

LAMBRETTA LI150



Silver Special, restored 1964, with Mugello 186 kit, matched into casings, AF lightened flywheel, 30mm Delorto, MoT, £4850 Tel. 07974 914896. Tamworth

LAMBRETTA LII150



Series 3 Eibar Special, 1969, vgc, complete restoration, Mugello 186 kit, front disk brake, 12 months MoT, tax except great runner Tel. 07701 034930.

LAMBRETTA LN125



excellent condition great for commuting, Scorpions exhaust fitted very reliable, £1650 Tel. 07456 063824. Nottingham

LAMBRETTA SX150



175cc, vgc, SX200 panels & badges matching engine & frame numbers MoT until Sept 2015, just serviced, very reliable, £3950 Tel. 07786 506041.

LAMBRETTA SX150

(225), badges SX200, Sports kit fitted about 900 miles ago, nearly new tyres, MoT, gc, drive great, start first or second kick, £3995 Tel. 01282 544217.

LAMBRETTA SX200

1966, reg with original 6 digit number plate, Italian, early model with white switches & original parts, MoT, reliable, £10,500 Tel. 07817 314663.

LAMBRETTA SX200

Servetta Spanish SX 200, A1 condition totally rebuilt two years ago, owned last 5 years, only done 90 dry miles, MoT till July, £4000 Tel. 07825 971102.

LAMBRETTA SX200

near a replica of a SX200 as you can get, it's 1967 on an E reg has log book, MoT, historic tax, £3500 Tel. 07983 989161. Worthing

LAMBRETTA SX200

rebuilt by Classic Lambrettas as SX200, long range tank, three new Michelin tyres, many accessories, £3000 Tel. 07867 485854. South Wales

LAMBRETTA SX200

genuine first reg in the UK 1967, with AF Rayspeed 250 conversion NB the engine casing is a replacement from a Jet SX200 engine. Tel. 07967 113238. West Sussex

LAMBRETTA SX200

Mugello 225cc, original 200 barrel head included, MoT, varitronic ignition, MB development exhaust, great condition, £8500 ono Tel. 01925 726897.

LAMBRETTA TV175

S2, 1960, matching frame & number, some history, original number plate, £4800 Tel. 07716 101810. Cambridgeshire

LAMBRETTA TV175

Series 2 for restoration, 1961, pretty straight repair, engine may be seized - kickstart moved a little then stopped, £3250 ono Tel. 07939 561689.

LAMBRETTA TV175

stunning example of the most sought after classic scooter, restored to a very high standard, garaged & hardly used, £8500 Tel. 07787 148416. Bristol

MOBYLETTE

150cc, 1959, V5C, original reg, transferable, needs restoring, engine in bits, £495 Tel. 01538 753086. Staffs

PIAGGIO 125

Fly in iPhone 5C pink, 63 reg, not run it yet, £1200 ono Tel. 03032 37549. Kent

SUZUKI BURGMAN

200, 2010, only 900 miles, one previous owner, just had full service and MoT like new condition, £1750 ono Tel. 07932 389329. Staffs

VELOCIFERO ITALJET

vgc, 5600 miles, used for daily commute so small nicks and scratches to paintwork, needs a new battery so can't start, £330 Tel. 07932 652921. Essex

VESPA

bought for £2735 brand new and has only done 1430 miles, immaculate condition, 2999km on the clock, £2000 Tel. 07581 199007.

VESPA

Malossi kitted, small frame, reg as 125cc, dyno tuned at 14bhp, 25mm Dellorto carb & expansion pipe exhaust, MoT, £2750 Tel. 07966 560258.

VESPA 125

1952, original reg, needs restoring, rare scooter, £2850 or swap for British motorcycle Tel. 07542 169543. Stoke on Trent

VESPA DOUGLAS 125

blue & chrome, MoT 2015, tax exempt, 8" wheels, Ken Cobbin exhaust, recently serviced & overhauled all receipts, 1st reg 1968. Tel. 07973 507437. Kent

VESPA ET4

125cc, registration date 30/05/2003, one owner, brand new Vespa with only 25 delivery miles on the clock, £3499 Tel. 07717 454505.

VESPA GTS300

one owner from new, reg 2011, immaculate condition, treated with waxoyl, two keys tested, mileage 14,000. £2400 Tel. 07906 199920. West Yorks

VESPA GTS300

vgc, 20,000km on clock, MoT April 2015, gel seat, Scorpion exhaust, small rack, screen, full service history, one owner, £2400 Tel. 07908 059394 evenings only.

VESPA GTS300IE

1000 miles, hardly used, bargain £2800 Tel. 07774 262702. Kent

VESPA PX125

210 Custom cut down/chop, built a year ago using loads of new parts, everything works as it should, starts and runs fine, no MoT. Tel. 07990 903840.

VESPA PX125

overall good standard condition, always either garaged at home or covered away from home, electric & kick start ok, £1550 Tel. 07724 897517; 07885195797.

SCOOTER TRADER

VESPA PX125



disc, 52 plate, electric start, MoT 07 2015, backrest & spare, blue white, Tel. 07585 425122. East Yorkshire

VESPA PX125



12 months MoT, first time starter, lots of extras fitted, runs lovely, good honest little scooter. Tel. 07707 449543. Tayside

VESPA PX125



very low mileage, 250 miles, includes all docs, spare key, helmet and gloves, one year warranty remains, vgc, £2350 Tel. 07921 038881. Essex

VESPA PX125



G/Turismo, 63 reg, Dolomite grey/yellow decals/Gt badging, 1000 dry miles only, absolutely as new, first to view will buy, £2350 Tel. 07706 436542.

VESPA PX125



full MoT, 4000 miles, 2004 plate, many extras, very good condition, £1750 Tel. 07984 831309.

VESPA PX125 EFL



1984, Italian import, good condition, original Italian documents, unregistered, been garaged in UK for last 8 years, £1300 Tel. 07773 086174. Somerset

VESPA PX150



150cc, new engine, 1965, £1100 Tel. 09654 514353.

VESPA PX150



2013, Chiselspeed engine conversion by Martin Cook Parmakit 187cc, Mazzuchelli racing 60mm cut gas flow crank, £2395 Tel. 07768 553814. Bolton

VESPA PX200



Disc 52 reg, totally standard 200 (apart from 'SIP Road2' exhaust & jetting to suit) MoT Aug 15, rear rack, crash bars, spare wheel, £2000 Tel. 07592 344985.

VESPA PX200



one owner, very low miles, probably best one for sale anywhere, offers. Tel. 01751 431409. North Yorks

VESPA PX220



with a Nikasil Polini kit, brand new SIP engine casing which have been ported by SIP, 2001, £2500 Tel. 07967 044856.

VESPA RALLY 180



1970, authentication by VCGB, frame and engine checked, good order, no tyre kickers. Tel. 07462 890155. Notts

VESPA SPRINT



new 2014, with ABS breaking system, no dents or scratches, has 18 months left on warranty & first service due at 600 miles, £2700 Tel. 07443 940225. Cheshire

VESPA SPRINT



Piaggio, 1968, beautiful, been restored five years ago. Tel. 07900 088114.

VESPA SPRINT



1965, fully restored, new tyres, dry stored, MoT, £2700 ono Tel. 07950 326417. Essex

VESPA SPRINT



1965, reg as 125, MoT all numbers match, old Devon reg 'EDV', excellent condition, £1999. Tel. 07890 042307. Cornwall

VESPA SPRINT 150



1967, Douglas, mint condition, front crash bars, rear rack, back rest, grab rails, front spare, MoT, £2950 ono may p/x Lambretta Tel. 01932 786030.

VESPA SS180/200



owned last 15 years, at present running with a spare WSC1M engine with a 200 conversion, spares included, MoT, on Sorn, £4000 Tel. 07762 929856.

VESPA T5



MoT till July 2015, new Fastback seat, alloy rims and tubeless tyres a classic, fast & reliable, £2100 Tel. 07759 173071. Notts

VESPA T5



Millennium, no 279 out of 400, superb condition, 7000 miles, lots of extras, including Cuppini rack & crash bars, £2495 Tel. 01915 292257. Tyne & Wear

VESPA T5



totally standard, classic, all original parts, resprayed in April 2014, only 6144 miles, S plate, first reg Jan 1999, MoT Feb, £1850 Tel. 07825 130522. Tamworth

VESPA T5



1997, genuine 1800 miles, not even run in, one owner from new, Malossi 172 kit fitted but still registered as a 125, 9 months MoT, £2600 Tel. 07841 097647.

VESPA T5



Millennium, vgc, only 5800 miles, one owner & used for daily commute, Sorn for the last two years so no tax or MoT, £2250 Tel. 07932 652921. Essex

VESPA VBB150



166 Malossi full tuned 17bhp (px efl engine), JL stainless race pipe, front/back BGM shocks (adjustable), lightweight race seat, £2800 Tel. 07948 381997.

STOLEN

STOLEN FROM CASTLEFORD around Tuesday morning 31st March 2015 was my 1962 Lambretta Li150, the bike had a rear 3 in 1 carrier and spare wheel, performance exhaust, it was Series 3, engine no 651264 frame no 618310. Please contact me if you have any information. Tel. George 07548 757913.

AUTOMATICS

CLASSIC BLUE SCOOTER 2012 TGB 202, Twist & Go, Combo start (electric & kick), recently serviced & new battery, excellent condition, feel free to come & have a look, £700. Tel. 07913 809710. Blackpool.

GILERA RUNNER FXR 180, silver, X reg, one previous owner, 3900 miles, totally standard, immaculate condition, 11 months MoT, garaged, very quick, £1700. Tel. 07853 210074.

HONDA CITY EXPRESS SH50 never let me down, MoT expires October 2015, £17 for road tax a year, needs a new battery I never have put a battery on it as I just used to kick start it also slight rip in seat & one missing wing mirror, £375. Tel. 07907 819919.

HONDA SH300 brilliant scooter in vgc, metallic blue in colour, low miles 4600 from new, with part service history, always garaged and a Givi screen fitted, £2650. Tel. 07588 766932. Staffs.

PEUGEOT SPEEDFIGHTER 3 selling this moped because I got my car so I don't need it any more, one previous owner, 2014 plate, two sets of keys, only 3100 miles, helmet included, full service history, £1200. Tel. 07946 195231.

YAMAHA X-MAX 400cc, 2014, black, as new, 375 miles only, extras inc, backrest base + cushion, silver footboard rests, still under manufacturers warranty, £5250. Tel. 01245 348256. Essex.

LAMBRETTA

LAMBRETTA Series 2 Italian project for restoration, complete Italian scooter, £1200. Tel. Marc 07837 700616.

LAMBRETTA RJVGP 150 scooter, nuts & bolts restoration with RB200 full kit, W reg LCBG registered, MoT required for road use, only done five miles, professionally spray painted, £3000. Tel. 07930 696355.

LAMBRETTA GP125 1969 cut down project, all it needs is a engine please contact me for more details, £700. Tel. 07501 118444.

LAMBRETTA GP150 UK reg, 280 miles from new, white in colour, have the original Buff log book, V5 in my name, service book, sales leaflet, scooter came from the Lambretta Museum in WSM, fully services, £8950. Tel. 07962 344296. York.

LAMBRETTA GP200 TS1 230 1969, genuine GP200 with Darrel Taylor tuned engine/exhaust, only done 100 miles, thousands spent on the engine 30BHP, have matching GP200 engine, casing and mag housing, in perfect condition with new BGM engine mounts fitted, stunning orange paintwork, Diabolo tank, tubeless rims, six plate clutch, £8850. Tel. 07962 344296. York.

LAMBRETTA GP200 professional restored by Allstyle Scooters nine years ago. Lambretta Club Registered 22/2 frame, 1969, £6500. Tel. 07595 185716.

LAMBRETTA GP200 good looking, lots of money spent Indian, with Italian lump, MoT, complete engine rebuild, new electronic kit, big carb stainless pipe, plus loads more, owned for five years, 6000 miles, £2000. Tel. 07557 809956.

LAMBRETTA JET 200 frame, black powder coated, great condition, Frame number 561, £650. Tel. 01922 458228.

LAMBRETTA LI 150 Pearl white with red side panels, an older restoration but still a much admired very good looking scooter, with chrome rear rack, chrome front fender bar, good brakes & tyres, MoT till September, tax free, runs & rides very well, £2850. Tel. 07896 679263.

LAMBRETTA Li125 1967, high spec Mugello 186, restored in white, latest ultimate kit, Mecure race crank, 30mm Dellorto, PM tuning PM28 pipe, Augusto variable electronic ignition, SX style front dampers, Scootopia ancillotti seat, good condition rides superb, set up by chalky white at replay 16 bhp on the dyno, correct engine & frame number, £3500. Tel. 07968 728822.

LAMBRETTA LI Special series 3, 1967, stunning example of a scooter, fully serviced and maintained, lovely ride, £3999. Tel. 07402 807328. Surrey.

LAMBRETTA Li125 super clean, in as new condition, showing only 29 miles, only ever stored indoors, factory fresh and ready to ride, serviced and 12 months MoT, £3000. Tel. 07891 659913. West Scotland.

LAMBRETTA Li125 Series 2, 1959, restoration, no tax or MoT when restored, S2 frame v/good condition number clear and untouched, S2 engine rebuilt recently, new seals, new mec GP crank, 185cc SR cylinder head, BGM 120w stator, new flywheel, new clutch, mounts etc, nos forks, nos horn cast, nos headset, nos floor runners, new rubbers, Speedo, floor channels, pressed steel side panels, steel pressed mudguard, new stand, new spring rack, seats and new covers, badges, new front/rear lights, new tank, too much to list the only item I've not got is the legshields, supplied with dating certificate £2500 sorry no offers all the new parts and engine rebuild alone exceed the sale price, please text me for more info. Tel. 07976 586846.

LAMBRETTA Li150 blue and white, lots of extras, phone for details, £1600. Tel. 07730 187168. Manchester.

LAMBRETTA Li150 Jetex carb, Clubman exhaust, 175 upgrade, have all relevant paperwork, £2000. Tel. 07799 214795.

LAMBRETTA LN 125cc, 2012, 190m, white/pink, full service history, well looked after, good condition, a lovely bike, £1900 (we also have a 2008 Vespa GTS 250cc for sale, so worth the journey!) Tel. 01395 264493. Devon.

LAMBRETTA RAPIDO 250 race barrel and piston with Reed valve no 40, excellent condition, along with a 34mm Dellorto carb flat slide all jettied up, and an aluminium long race tank also named Rapido 17 litres, original Taff speed exhaust, a really nice reliable set up, £795. Tel. 07836 680093.

LAMBRETTA SX200 the frame and engine numbers are about 600 apart it's complete and running I have NOVA and dating letter, will take a Lambretta as a cheap p/x, please contact me for more details, £6250. Tel. 07501 118444.

LAMBRETTA VEGA spare parts, new and used, everything you need. Tel. 07523 983193. Staffs.

LAMBRETTA PARTS

LAMBRETTA Innocenti, Series 3, rear frame section, great condition taken from an Italian LI 150 Series 3, no rot, no dents, no ovoid holes, perfect for restoring a cut down frame. Tel. 0879 550865. Galway, Ireland. almaloney@eircom.net

LAMBRETTA GP 200 FRAME 22/2 Italian with both panels British scooter with log book G reg, unstated project, no rust or dents, hole in left hand side panel for carb, £1500. Tel. 07779 256972.

LAMBRETTA J RANGE spares, new and used, everything you need. Tel. 07523 983193. Staffs.

LAMBRETTA RAPIDO 225 ENGINE new Surflex clutch plates, standard GP200 gearbox, £850. Tel. 07990 597072.

VESPA PARTS

CHROME FRONT CARRIER with 13 lamps fitted, one large Lucas lamp and 12 small lamps, all fitted with blue and clear lens, will fit Vespa PX and Lambretta, worth over £230, accept £150. Tel. 07979 632243; 01226 297643. South Yorkshire.

PX FRONT SHOCKER readvertised, in black and silver and rear adjustable shocker in red and white, £20 each or £350 for both, Tel. 01226 297643; 07979 632243. South Yorkshire.

PX MUDGUARD BUMPER in chrome good condition, £15. Also Vespa GTS seat in black with white piping, £85 ono, in very good condition. Tel. 01226 297643. S Yorks.

PX125 SITO PLUS EXHUST new, never been used £75. Also two PX chrome wheels fitted with brand new Michelin S83 tyres £45 each or £85 for both, all items are brand new. Tel. 01226 297643; 07979 632243. South Yorkshire.

VESPA GTS Supersport, 2014 exhaust brand new, done 500 miles, excellent condition, £80 ono Tel. 07842 566670. Notts.

VESPA GTS standard exhaust, in good condition, came off a 13 reg GTS, collect only, £75 ono Tel. 07979 632243; 01226 297643. South Yorkshire.

SEAT Vespa Rally/Sprint seat standard, £30. Tel. 07453 547406.

VESPA GS 150/160 many original, good condition parts, call for requirements & cost. Tel. 01268 696803. Essex.

VESPA

LML 125 2012 (LML Star) 2T geared, 2012 Sito Plus exhaust, chrome rims with S1 tyres, £1000. Tel. 07732 311242.

VESPA 230cc, PX disc Vespa, Malossi, extended crank, Fornalis gas shocks, 23 bhp, billet clutch, 30mm carb, boost bottle, good all round scooter, £3000. Tel. 07836 288007.

VESPA DOUGLAS 1960, rat look, one off, MoT with about eight months on it, just has a service, runs lovely, starts up second kick, classic Vespa sound, great bike, rat look all original including seat etc, Completely unique, haven't seen one like this around for years, Getting very rare, Could be restored or just ride as is, Speedo and mileage doesn't work, but sure the engine has had a rebuild at some point in the last five or so years, real head turner, will be great for the summer, willing to take offers no idea of the value because haven't seen one like this ever, it really should be in a shop window or in an art gallery, £2650. Tel. 07745 783110. Winchester.

VESPA DOUGLAS V90 1972, small frame, contact for details, £1500. Tel. 07757 700641.

VESPA GTS 250cc, 2008 8900 miles, red, two owners from new, full service history, well looked after, good condition, genuine reason for sale, lovely bike, £2100 (we also have a 2012 Lambretta LN for sale, so worth the journey!) Tel. 01395 264493. Devon.

VESPA GTS300 Nov 2009, 12,000 miles, MoT, Vespa topbox and fly screen, Skorpion exhaust, one owner, £2300. Tel. Nick 07503 211305. Bournemouth.

VESPA GTS300 Supersport, registered 2011, matt black paint, 11,100 km on clock, genuine Vespa rear rack & box, fly screen & Oxford heated grips, genuine Vespa chrome wheels, really good condition, one owner from new fsh, MoT October 2015, £2500 ono Tel. 01924 469055.

VESPA GTS300 08, slightly high mileage but great scooter, white, good condition for age, ready to ride away, comes with backrest and carrier but I still have genuine seat bar, price set is solid, £2000. Tel. 01406 425444.

VESPA GTS300 Super, 2011, sport grey, 19,722 on the clock, excellent condition, carrier & Vespa floor mat included, full service history, £2650 ono Tel. 07855 479004.

VESPA GTS300IE white, good condition, 2008, 30,000 miles on clock, new drive parts and new rear shocks, rides as good as day it was built, this ain't no rosey old PX!! £1600 ovno Tel. 01253 394439. Lancs.

VESPA P200E Italian import, restored and tuned by Sean Brady of Scootererotica, Scorpion exhaust, Sebac shocks etc, painted in Porsche orange, been in storage last three years, starts and runs fine, no MoT but will fly through, has been ridden so few marks here and there, but still a lovely scooter, can email photos on request, £1900. Tel. 07840276004.

VESPA PX125 white 2014 reg, not far from showroom condition, Bought from new last October for £3100, sell £2500. Tel. 07896 100514. Notts.

VESPA PX125 Malossi 210 engine fitted, reg 125, black yellow, Fred Perry, graphics sidestand, 12 months MoT, exhaust, S1 tyres, £1500. Tel. 07746 114017. Lancs.

VESPA PX125 vintage green Vespa PCs 125 lots of mod accessories, Simonini exhaust, low mileage, excellent condition, no tax or MoT so collection only, £1995. Tel. 01609 772108.

VESPA PX125 1982 it has a DR180 kit fitted Simonini exhaust and a Dellorto SI 24/24 carb good runner used as commuter its red and has chrome bars on front mudguard, £1200. Tel. 07585 973284.

VESPA PX125 2014, midnight blue 2014, had first service, second due shortly, comes with matching top box, requires new lock (someone stuck a screwdriver in it!), urban scooter cover, rides lovely, £2100. Tel. 07946 408627.

VESPA PX125 fully restored, completely restored in working condition, will be sold with MoT, short period of production for this model, comes with spare speedometer and seat, £1999. Tel. 07918 152336.

VESPA PX200 red with personalised number plate (P200 PXE) beautiful original scooter with low mileage, kept garaged in perfect condition, comes with tubeless stainless rims, black sports seat and custom exhaust, lots of accessories, mirrors, bars and protectors etc, £2300. Tel. Sam 07833 477165. Swindon.

VESPA PX200 1984, Kawasaki green, racks front and rear, Simonini exhaust, good runner, MoT end March, £1000. Tel. 01162 395809. Leicestershire.

VESPA T5 classic black and grey, reliable scooter used daily proper work horse, requires a little tlc £1000. Tel. 01501 228399.

VESPA PX200EFL barn find been stood for a while, 7000 miles on the clock, S reg, runs superb photos available original blue standard colour, some rust but nothing that couldn't be put right if not sold soon will be stripped and sold separately, £925. Tel. 07984 387419. Macclesfield.

VESPA T5 classic, reliable, looks great, custom metal flake paint & parts, Malossi powered, safety it has tubeless wheels, new SIP speedo, full MoT £1850. Tel. 07809 333632.

VESPA T5 good runner, 17,192 miles, £1400. Tel. 07835 997058.

VESPA T5 black T5 classic, good condition, low mileage, 3 in 1 backrack, 10,000 miles, 125cc, £1200. Tel. 07887 758376. Cheshire.

VESPA T5 DISC Piaggio Vespa T5 classic, 1985, blue/silver, MoT, extras polished levers, Shimmo exhaust, chrome grips, race seat, recent paint job, lots of money spent inc engine rebuild at Beedspeed £750, plus paint work £800, viewing welcome very clean scooter quick £2200. Tel. 07932 846161. Notts.

WANTED

CASH WAITING for good Vespa, live in Warrington and want to get back into scooters again, so looking for a good scooter that won't let me down. Tel. Andy 07539 646678.

DURKOPP DIANA TSE wanted, late tyre headlight on front panel, good condition only. Tel. Graham 01322 275022 anytime before 9pm. Kent.

VESPA LEGSHIELD spare wheel holder needed for 10inch wheel, the holder bolts to frame on the inside of legshields, give me a call if you have one for sale. Tel. Paul 07954 160140.

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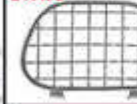
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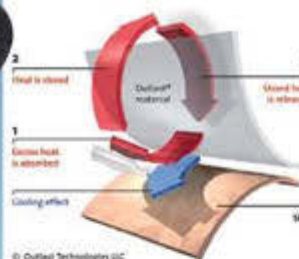
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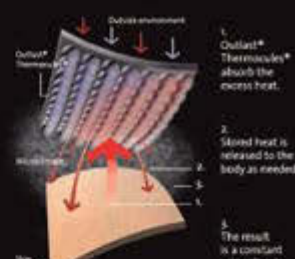
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Time Machine

Despite actively scootering within Europe since the early 90s, Christian Schnieder from Germany has not yet made it across the Channel to a UK event. Nevertheless, he has kept a keen eye on the British custom scene, its trends and influences which has led to him building the scooter you see here.





His home nation is well known for producing stunning street racers but Christian has always preferred the look and detailing of the machines that were on show over here in the early to mid 80s.

Bright base paint, sign-writing, gold leaf, pike nuts and cable wrap – you know the genre – classics that eventually evolved into such machines as Sign of the Snake, Italian Stallion and of course Howlett's scooters.

Around the year 2000 Chris built an 80s inspired Lambretta cutdown, and it was while accruing chrome for this that he came across an engraved gear change casting. From that point he was addicted to bright-work and started hunting down 'retro' engraved parts whenever they became available on the internet or through the 'for sale' ads in scooting publications.

It was also at this time that he came across a custom scooter called Love and Pride 2 at various German rallies and shows. This GP was built by Oliver Kluger of Scooter Centre Koln for his wife Tanja. It featured Pfeil Design blue eerie-dess paint and lashings of Pete Robinson engraving and chrome – very unique for a German custom scooter!

Chris loved the look and decided if it, or any of its parts became available, he wanted them! Eventually Tanja sold the scooter on but sadly at the time Chris wasn't in a position to buy.

Anyhow after a few owners and a couple of resprays/rebuilds it arrived in the hands of Chris' Jetsons clubmate Ivo. Meanwhile, Chris had bought a Series 3 Li150 and had always planned to build his dream machine if he could get hold of the relevant parts. Of course it wasn't as simple as





OWNER DETAILS

Name: Christian 'Schniedel' Schnieder

Job: Mechanic

Scooter club: Jetsons SC, Paderborn and Lambretta Club Deutschland.

First interest in scooters: Bought a Vespa Smallframe 50N in '91-'92 from a workmate and used it as a daily driver to work.

Favourite style of custom scooter: I like every style of scooters. Fully blown custom, cutdown, racer, posh Mod style as long as the owner has put some thought into it.

First rally: The Easter Scythemen scooter run in Suelfeld near Hamburg in 1993.

Favourite rally: HiH Runs.

How could the scooter scene improve: I don't know the British scene, but the German scene is brilliant as it is. Very small, everything is on site, not too many cars and vans, and NO automatic scooters.

Funniest experience with a scooter: Chasing a Harley rider with my cutdown TV200.

What do you like about rallies/events: Coming together like a big family.

What do you dislike about rallies/events: I am still not a big Northern Soul fan and always thankful for some alternative music styles.

Favourite Scootering magazine features: Of course the Nostalgic Custom Corner!

Favourite custom scooter of all time: Dazzle, Spirit Walker and Wake.



"To start the transformation the frame and bodywork had all the unnecessary holes welded up and smoothed"

The engravings were initially done by the late British engraver Pete Robinson for another custom scooter, Love & Pride 2.

this but after quite a few offers he finally got hold of the parts he had been chasing after for over a decade.

To start the transformation the frame and bodywork (which he paid €500 for in 2002) had all the unnecessary holes welded up and smoothed. It then had the rear runner-board struts removed. Although this machine started life as a LI Chris has modified the look with an SX horn cast and headset.

It also has trimmed rolled edge GP panels and shortened rear runners. Once he was happy with the look it was passed over to Alexander Henkemeier of AHA Design for paint.

Rather than an actual theme with murals he decided to keep it nice and simple, so a deep candy violet base-coat of VW origin was used. On top of this some beautiful gold-leafing was applied, for both detailing and the sign-writing.



SCOOTER DETAILS

Name of scooter: Time Machine

Model: Lambretta S3 Li150.

Time to build: About two years, but I've had a plan for over 15!

Engine: MB No. 206 Stage 6 Suzuki 210cc, GP crank, TV rod, electronic ignition, Yamaha RD reed block, 30mm Dellorto, Mikeck exhaust.

Other details: Clear headlight lens by Jockeys Boxenstop, pike nuts wherever you look.

Speed: Gives a good 70mph for cruising.

Paintwork: Alexander Henkemeier

Engraving: Mostly Pete Robinson.

Chrome: Again mostly Pete Robinson. Some parts locally, gold plating via Jens Kruse.

Overall cost: Around €10,000.

Hardest part of the project: The final assembly.

Advice for anyone starting a project: Do a dry build with attention to every detail, with all new parts. Double check every item you use, especially panelwork for dents and splits and holes.

Anything to add: Still looking for some engraved parts.

Favourite dealer: Jockeys Boxenstop, LTH, Scooter Center Cologne. Beedspeed for pike nuts and chromed goodies.

Thanks: Holgi for the helping hands during the final rebuild, Jens Kruse for gold plating and being my soul brother when it comes to scooter customizing, my clubmates from the Jetsons for mental support and being the best club in the world and of course my wife Simone and my kids Lilly and Paul for their patience and support.

Next on the 'to do' list was to build an era-correct engine. After having a set of Indian casings polished he once again scoured the internet and called in favours from friends for the internals. Finally he got hold of an early MB Stage 6 Suzuki 210 conversion, complete with four-petal Yamaha RD reed block.

He contacted Mark and was advised to use a 58mm GP crank with TV175 116mm con rod. He also decided to stick 'old school' and go with a 30mm Dellorto open carb and '85 Mikeck pipe. Obviously some things like the ignition and clutch were updated, but this has produced a retro sounding motor that Chris says is not only fairly potent but also nice and reliable.

Anyhow, after a couple of years the parts started to come together, so along with his mate Holgi a final two week push took place to finish off Time Machine. Although Chris had been meticulous with his assembly doing several dry builds, certain parts still needed 'fettling' to get a perfect fit. But I must say all the hard work has definitely paid off.

So after his near 15 year quest is he happy with his dream machine and is there anything he is still trying to track down? "I am more than happy with the results. However I am still after a couple of engraved items if anyone can help – a 34mm Amal carb, cylinder and flywheel cowl and a headlight rim?"

Words: Dave O

Photography: Andreas Reinhold





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Welcome to Round 1 of the 2015 BSSO championship with new scooters, new paint jobs and new riders. It's going to be a colourful start to the season!



Finally, I have got to mention Ryan Clipstone who transferred to Group 6A from Group 10 riding a PSN Zipper. His speed and style has transferred well from his old



1. James Lancaster (Group 4 Lambretta), followed by Phil Butterworth (Group 6 Vespa) 2. Steve Conneely (Group 6 Lambretta) leads brother Darren 3. Stuart Day (Group 6 Lambretta) 4. No. 4 Mike Bonett (Group 6 Lambretta) 5. Stewart McKenzie (Group 6 Vespa)



CROFT WINNERS

CLASS	RACE 1	RACE 2	RACE 3	RACE 4
Group 4	D Conneely	D Conneely	D Conneely	D Conneely
Group 6	S Day	S Day	S Conneely	D Tunnicliffe
Group 6A	R Clipstone	J Woods	R Clipstone	R Clipstone
Group 10	M Clipstone	M Cook	M Cook	M Cook

Zip (actually my old Zip). Group 6A is going to be fun. Sadly the Zip class seems to have suffered in numbers. Hopefully this is only a temporary thing.

My Runner has had a winter engine makeover and the new outboard read disc set up works well. Time to cut the chocolate out and get back on it.

Roll on Mallory Park at the beginning of April; we'll have a report in next month's *Scotering*.

Thanks to all BSSO sponsors and my personal sponsors, Speed Couriers, PSN Scooters and The Scooter Skunkworx.

Words: John Woods

Photography: Lee & Karen Hollick



BSSO 2015 SEASON

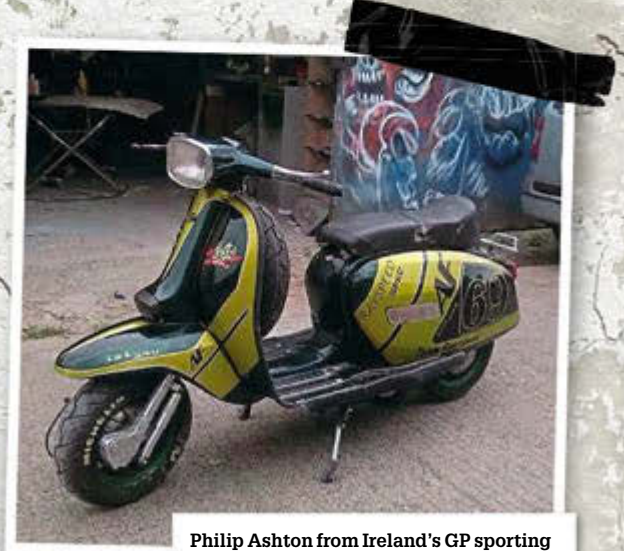
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Show us your Scoots



This 1974 Vespa 50 special belongs to Andy Hargreaves of Manchester.



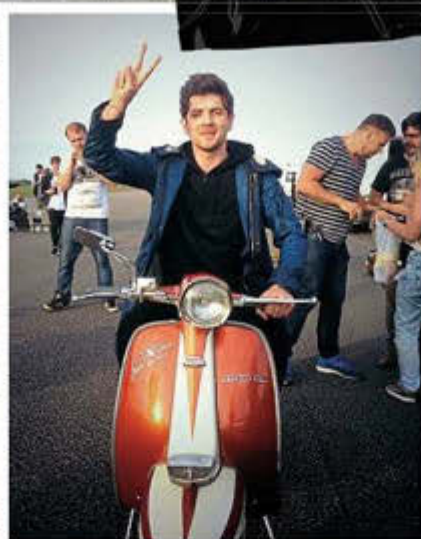
Philip Ashton from Ireland's GP sporting new AF Anniversary paint scheme.



A couple of scooters belonging to Martin Heath of The Foresters Scooter Club in London, whom we guess might well be a Tottenham Hotspur FC fan?



Felix Jack on his dad's scooter.



Salty from York Inset SC says: "This is Sam from Twin Atlantic. We were asked to ride on the band's new video last summer. They love scooters and we had a great day shooting."



From Malaysia, Ali and his wife on his Lambretta Li 150 Series 3 replica of Jimmy's scooter from Quadrophonia, and a very nice job Ali has made of his own KRU 251.

Least crap snap



Darren Ingram from Peterhead sent us some pictures of his John Deere Vespa saying: "It has a T5 Malossi 172 kit, 30mm carb and is much faster than any other tractor on the road!" A tidy looking scooter indeed, and as someone who used to drive tractors for a living, it hits a soft spot with the editor too!



Ian is justifiably pleased with his Lambretta cutdown, which he built last year. Roger at Pro Design in Littlehampton did all the fabrication work and built the TS230 engine, while Matt at iPaint sprayed it.

To encourage you further into sending us some fine and artistic images of your scooters, those kind people at Silkolene have offered some goodies for each month's winner of the Least Crap Snap.

Firstly we have four one-litre bottles of Scoot Sport 2 oil, which is a synthetic, ester-based low smoke two-stroke engine oil that retails at around £9.35 per litre. There is also a litre bottle of Wash Off, Silkolene's 'spray on, wash off' cleaner to keep your scooter shining. This retails at £7.35, giving the prize a total value around £45. To find out more about Silkolene visit www.silkolene.com

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HIGH ROLLERS RALLY LAS VEGAS 2015

Oh, there's black jack and poker and the roulette wheel
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All you need's a strong heart and a nerve of steel
Viva Las Vegas!

For the first time in six years the High Rollers Scooter Rally in Las Vegas was once again a joint venture between US and UK organisers, which meant a large turnout of scooterists attending from all around the world.

We arrived in Vegas on Wednesday to find the rally hotel, The Downtown Grand, buzzing with early arrivals and the lobby bar already doing a great trade, packed with large groups of scooterists from the UK, US and even Australia.

People were spread out making use of the many bars or, in our case, took the opportunity to get a group of friends together and have a cocktail crawl around some of Vegas' best known cocktail joints! Thursday was spent sightseeing and shopping before the

rally officially started with either a rideout to the Vegas sign or a bar crawl with a twist – a poker run around five bars in the Downtown area. This was amazingly well supported with over 150 people bar crawling around the bars picking up a card in each one.

At the end the person with the best poker hand won \$100 and free rally entry. The last card was pulled in the Beauty Bar, the venue of the Thursday night do. Here a mix of DJs from both sides of the Atlantic kept everyone dancing while the Suppressors kept the outside area jumping with their reggae/ska style.

Friday dawned and I headed to the hotel lobby where there were some very ill looking people wandering aimlessly around, looking for some kind of hangover cure. At 11am the rideout left for the Pioneer Saloon in Goodsprings around 40 miles from Vegas. The



Pioneer is an old Saloon built in 1913 and is an amazing place with bullet holes in the wall from early gunfights and a really interesting history.

At 4pm the 'meet and greet' started which was held in the revamped Gold Spike. There were many stalls set up around the large outside courtyard with DJs spinning tunes, while inside people were kept entertained by the world's only midget Elvis impersonator!

Friday evening and the do started at 9pm in the amazing Freemont Country Club, a large nightclub/band venue in East Freemont Street. The night was a mix of rally DJs and two bands; firstly Left Alone a great punk band from LA playing great 100mph ska-punk. They were followed by The Champions from San Jose, with a mix of original reggae and some very clever covers. Dancers kept the evening going until 4am before everyone headed back to the rally hotel where the bar was still open and I believe some of the Boston and SWSC guys stayed playing craps and roulette until 9am!

Saturday saw the Custom Show and dealer market again held at the Gold Spike. Strolling around, there were some great scooters on show this year, tidy restorations and some really nice customs with a slightly different style to those we see in UK. The rideout left later, heading to Hendersons water district while the Saturday night do was held in the Freemont Country Club again, with a traditional DJ-only room also going on in the Triple B bar, part of the same venue. Again the main room was a mix of two bands and rally DJs from both UK and US.

The first act were a garage band called the Green Machines and I was pleasantly surprised with how great these guys were; they had the place kicking through the whole of their set. The main band of the weekend were the Aggro Allstars; a mix of members of the Aggrolites, Hepcat and The Delerians plus some special guests. They came on stage at midnight and blew everyone away with a mix of covers and their respective bands tracks before the first guest.

Jerry Miller of the Untouchables came on stage and did versions of Free Yourself and I Spy For The FBI. By this time the crowd were going mental and it got even crazier when they called up the other guest, Lynval Golding of The Specials. The atmosphere went through the roof as they covered various Specials songs and Jerry came back on stage for 007, before they did an amazing extra 15 minutes playing off the cuff as they seemed to be enjoying themselves as much as the crowd.

An amazing one-off that I felt privileged to see and be part of.

The main room went on until 3am before transferring next door to Triple B's where the DJs kept the room partying until 5.30am.

Sunday started later with a rideout leaving at midday for Redrock Canyon before the last event of the weekend, an afternoon meet up and raffle where you could win a Vespa 150 Super. Although a great little venue it rained heavily all afternoon (incredibly rare in Vegas) and this did put a bit of a dampener on the event though not for Sal from Los Gatos Gordos SC who won the Vespa – congratulations!

Andy SWS



BLITZED IN DORSET

THE MODRAPHENIACS' 15TH SANDFORD RALLY

A frustrating recent injury landed the annual scooter pilgrimage to glorious Dorset in genuine jeopardy. For me, the previous Sunday's test 'ride' was still problematical but a further eleventh hour Thursday try-out proved just good enough to go the proper way – by Lambretta of course.

Last minute spares packing and an uncharacteristic but fixable breakdown en route caused this year's unfashionably late-ish arrival at a strangely quiet Sandford Holiday Park.

Knocking at Club HQ, I lamely quipped: "I've come to read the meter" in all my hypothermic Innocenti innocence, oblivious to the fact that a catastrophic early afternoon power failure had taken out all 'leccy to the main venue area, the caravans, and hundreds of local houses. What an absolute nightmare!

Strangely and mercifully though, the local pub (and various other houses) still had power, so loadsa people adjourned there, while many others adopted the 'spirit of the Blitz' and partied in their caravans as best they could under torch and candlelight, and music from phones till the batteries ran out.

The club did its best to keep everyone informed as to possible fix times but were almost as 'in the dark' as everyone else and ended-up mildly damned by estimated restart times given to them optimistically by the powers-that-be.

Rally-goers, some from abroad, were rightly frustrated having looked forward all winter to this springtime scooter-fest, and most were typically stoical in the British way; a small few weren't so understanding and some showed their hand on social media.

Power was eventually restored but too late to save Friday night. If nothing else, you can at least say it was memorable, just not in the universally intended way!

Saturday thankfully dawned fine and crisp ready for the parts fair and open air custom show in the chilly-ish sunshine. Rallyists could feast their eyes on an impressive variety of mutant chops,



custom jobs, mod machines, and vintage lovelies – many fresh from their wintry sheds.

Soon though it was time for the midday ride-out, well marshalled as ever and filmed by the nowadays obligatory hovering drone. The massed scooter hordes buzzed out through the woods and then to the highly impressive Poole Quay with its waterfront pubs and eateries, palm trees and millionaire-style boats completing the scene.

After last year's great little spin out to the scenic Lulworth Cove I thought I'd participate again, as back-marker so the club marshals would know the main mob was through.

Once back on site it was nearly teatime and cue a bit of a cheeky pre-loading in the jolly old caravans, to get revved up for Saturday night's partying. Now this was the Modrapheniacs' 15th Sandford rally and something really special was planned for the big night in the form of a raffle for a brand spanking, gleaming new Vespa 300GTS in a delicious metallic blue!

Every full weekend rally goer's blue metalflake wristband had a special number which gave them the chance to win this fabulous machine. Well, the tension mounted and the winning number was eventually drawn and flashed up on the twin big screens.

After a short eternity a truly gobsmacked Mr Brian Lucky-Devil from Bristol went up on stage and was duly handed the keys to the gorgeous go-anywhere, rally storming, super-scooter. You lucky blighter!

Soon after it was live music time and the band Natural Rhythm brewed up a pounding reggae-fied ska storm to keep the

excitement levels high in the massive main hall. The Northern room was also doing a roaring trade for those wanting classic soul sounds in that underground club atmosphere. Back in the main roomclub DJs Yob, and the inimitable Foxy Emma Cox, spun all manner of scooter party favourites till the wee small hours. Emma's Go-Go style on-stage dancing to the Watutsi was amazing!

For many Sunday was home time, but for others able to make a real long, lazy weekend, it was a bit of a chill-out day. For club members there was the weekend club photo followed by a 'thank you' slap-up Sunday roast dinner in the carvery, and then those with younger family members had fun in the pool and amusements.

Sunday nights are my favourite with a real laid-back party vibe, this time to celebrate club stalwart Nightmare's 50th birthday, there was a cowboys and indians fancy dress theme as if this part of the West wasn't wild enough.

Wonderfully cheesy country and western music and a fantastically decorated hall set the scene for chucklesome antics in silly costumes. Next, things got even wilder and more frenetic when 'punk-o-billy?' band, the Corsairs, took the stage and blasted through a set covering everything from the Meteors to Kylie Minogue; humorous and exciting.

What a great way to round the weekend off, after a desperate start, completely out of the club's control, despite the mountain of hard work put in behind the scenes. The main thing is that the special 'Spirit of Sandford' prevailed.

John, the Mystical Modra (club member 20 years)

ALL OR NOTHING SC 30TH ANNIVERSARY EVENING



It's 7.29pm and we take a last look around the room. If things aren't right it's too late now. People are glaring through the door glass with eyes open wide. It's here, All Or Nothing Scooter Club's 30th Anniversary Night, and it's a sell out! The amazing Sam Evens blasts out Time For Action by Secret Affair as the doors open and the crowd surge forward. We are greeted with smiles so wide, beautifully dressed ladies and suited gents. They head for the dance floor before the bar.

The next couple of hours see a steady stream of people filing through the doors. Sam Evens keeps the floor filled with classic tunes; what a night this is turning out to be.

Brian and Terri Forde are asked to come onto the stage, a sort of speech is made before they are presented with a gift of some

engraved diamond paperweights. Without all their hard work over the years, we wouldn't be here tonight! We love you both.

One more presentation to go, Andy Lenny Leonard, from the Royal British Legion Riders Branch, presents us with a certificate of recognition for our fund raising and support of the RBLRB. Never expected this; what a great honour to accept this on behalf of the club.

The room falls silent, everybody looks at each other wondering why the music has stopped?

Angelo Starr & The Team appear from the behind the curtains, BOOM! Straight into the first song, the floor seems to drop 6in as everybody moves at once. You can feel the excitement and pure energy flowering through the crowd of 400 as they all move as one!

Surely life doesn't get better than this? I was wrong; War blasts from the speakers, I look up to check, yes the roof is still there, I was sure it had just disintegrated!

Sweaty guys and glowing ladies are everywhere, not a single dry person to be seen. As the evening comes to a close, people are refusing to leave the dance floor. No, we don't want the night to end!

AONSC cannot thank all the people who came to help us celebrate our 30th birthday, you helped make it a fantastic evening. Also the gifts we received for raffle prizes. We cannot do any of this without you – here's to the next 30 years!

Congratulations to *Scootering* magazine, 2015 is also your 30th year of success.

Happy birthday guys and gals.

Words: Kingy

Photos: Kingy & John Coles

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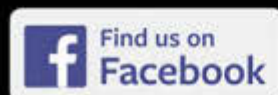
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Classic Car



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Classic Bike



Multi-vehicle



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A red Vespa street racer motorcycle is parked on a wet, dark pier. The motorcycle is angled towards the left, showing its front fairing with a white number '11' and '1000' below it. The handlebars and front wheel are visible. In the background, there's a body of water, a metal railing, and power lines under a cloudy sky.

Numero Undici

There's something about a well turned out Vespa street racer that you can't help but love. As far as I'm concerned, the curves lend themselves perfectly to clean lines and well thought-out paintwork.



There's no real need to get carried away if you don't want to. Murals, chrome and engraving aren't always necessary to make an eye-catching Vespa stand out from the crowd, but small details can make all the difference.

That doesn't mean it has to be dull though, quite the contrary. Add in a bit of bling with some fancy Bitubo shocks, adjustable PM levers and a trick exhaust, and you can forget about adding chrome, or polishing. This PX has been carefully de-glitzed by doing away with all the labour intensive shiny stuff.

For instance the legshield trim is in black (like the original T5s), as are the shocks, levers, wheels, hubs and indicators. The only shiny thing about Undici, as the scooter is known, is the neat JL exhaust and of course that tidy paintwork. There's no mistaking the fact that this scooter has been well thought-out and very well executed.

The owner, David Williams, had a slightly unconventional introduction into scootering; his dad sold a sportsbike and bought David and his brother a scooter each from the proceeds – nice one dad. Thankfully, David soon got into the swing of things and his interest in scooters grew into an expensive but rewarding passion.





That first PX came in 2001 and since then David has become engrossed in this addictive scene. Like many of us he also had a yearning to create a scooter that meant something to him, so he decided to treat himself as his 30th birthday approached – the basis for Undici was born.

PX 125s aren't particularly quick and you can't realistically have a credible street racer if it's painfully slow, so the standard 125 engine was given a new lease of life by having a race crank, Malossi 166 top end, banded Cosa clutch and a big carb fitted. According to David there's still more tuning work to come though.

The exhaust choice meant a little bit of frame modification was required, the curly JL pipe looks trick but means the battery tray and spare wheel holder needed grinding off. The exhaust also sits very close to the electrics so David opted to hide them under the tank; this meant there wasn't space for the oil tank, so that was removed as well. To be honest it's a better idea to premix a tuned engine anyway – just as well really...

While the grinder and filler were out the rear bumper was ditched and the holes filled and smoothed to leave a clean look ready for the paint. Other minor aesthetic modifications include fitting a seamless T5 front mudguard and sleek T5 horn casting.

“PX 125s aren't particularly quick and you can't realistically have a credible street racer if it's painfully slow, so the standard 125 engine was given a new lease of life”





SCOOTER DETAILS

Owner: David Williams

Age: 31

Job: Parts technician.

Scooter club: Not Quite Right SC.

First scooter: Vespa PX 125 Disc.

First rally or event: Four days after doing my CBT I went to Fleetwood, Cala Gran for the day; it was freezing cold.

Favourite rally/event: With good friends, all are my favourite, just out for a good time.

Farthest ridden on a scooter: North Wales to IoW.

Recommend one item of riding kit: Good gear to keep you warm and dry.

Most useless part ever bought: Too many to list on evilbay.

Name of scooter: Undici – 11 in Italian.

Model: Vespa PX 125 Disc.

Date purchased: August 2012 – swapped my Kawasaki Z750 for it.

Inspiration for project: Fancied doing a street racer for my 30th birthday.

Time to build: Built by me over 18 months.

Frame modifications: Battery tray and spare wheel carrier removed. All electrics are inside the frame under the fuel tank, removed oil tank as it was in the way of the electrics.

Engine: Malossi 166, race crank, 30mm Dellorto, banded clutch with 22 tooth gear.

Paintwork: Matty @ Messi Art.

Powder coating: North West Enamellers in Buckley.

Overall cost: £4000.

Anything to add: Tune the engine more.

Favourite dealer: SIP or Beedspeed, both give great service.

Thanks: Jo and James for putting up with me spending all my time in the shed, Yian, Dave Worcester, The Legend, Johnny, Denise, Karen, Sgephla, Buggy, Yzanne for putting up with the weather on the photo shoot and anyone else who knows me.

The PX forks needed modifying slightly to accommodate the new mudguard but it's worth the hassle for a clean looking front end and it's a sure-fire way to get rid of those troublesome 'rusting seam' problems we've all suffered with for decades on the standard mudguard. Why Piaggio went back to that flawed design after the T5 I'll never know.

Talking of the Italian parent company, David used Piaggio as the basic theme for the understated but eye-catching race paintwork. Matty at Messi Art did the business in that department and it's striking, nicely finished and the combination of colours work very well together. The owner's son, James' initials 'JDW' are airbrushed inside the number 11 if you look closely and by the way, this is where 'Undici' comes from.

As street racers go Undici looks the business. So far it's cost around £4000 to build, but if you've got an urge to create something special and it turns out as well as this Vespa it's money well spent.

Words: Iggy

Photography: Richie Lunt



Scooter's list of official Dealers



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**VE15
SPA**

INTO THE SUNSET

It was 1985, I was 18 and the proud owner of a lovely red Vespa Rally 200 Electronic, but did not yet have a full licence. What I needed was a sidecar – the answer to all my problems!



I'd been nicked at Morecambe a few weeks before for not displaying 'L' plates (!) and was not keen to follow this degenerate behaviour. At that time, you could legally ride a bike over 125cc with a sidecar attached on 'L' plates, and as luck would have it, a red Squire sidecar was up for sale.

Driving a sidecar is different to riding a solo scooter, as anyone who has done so will testify, and thus my forays into the world of all things scooter combo weren't without mishap. It was dangerous, or rather I was dangerous, and I liked it!

There was a 'do' in Marlborough, and I had been offered a lift in my mate Bob's car. However I passed this up in favour of taking my 'red three wheeled fanny magnet' – the Vespa Rally and Squire sidecar.

The A338/A346 between Salisbury and Marlborough in Wiltshire is about 30 miles and one of those main roads best avoided. The journey to the 'do' was a bit precarious as I was still getting accustomed to my new form of transport, but uneventful and I arrived unscathed. After a couple of hours of soft drinks, it was time for a tactical retreat. I bid my farewell to all and sundry and departed for home.

About 20 minutes into the ever-increasingly cold journey I came to the village of Collingbourne Ducis. It was approaching midnight and as I drove through the village, a lorry with full headlights on was coming in the opposite direction. He didn't dip his lights, dazzling my vision resulting in temporary blindness, leading to me guessing the layout of the road and steering in the wrong direction. I hit something and was thrown over the handlebars into the abyss, somersaulting through the air. Was this the end?

Splash! I landed in water, head first and was completely submerged. I struggled for my bearings... Eventually, after much thrashing and panicking, I managed to

stand up and found myself in three to four feet of river water, right up to my chesticles. I looked back, only to see the Vespa combo, still running and in gear with its lights still on, rebounding against the roadside verge! Backwards and forwards it went, and then everything went into slow motion as the whole outfit mounted the verge and also toppled into the river. Oh shiiittt!

The Rally's engine gurgled to a stop as it sank. The sidecar bobbed around a bit, but to my amazement remained afloat. I stood there in the River Bourne in freezing water, at midnight, my scooter submerged, a long way from home. This was not the night I had in mind.

I came to the conclusion I was in a pickle. Just then a Mini pulled up and out got a lad in his late twenties with his mum and her two best friends. They had been to bingo and the son was taking them home.

What happened next can only be described as the 'milk of human kindness at its finest'. The son, his mum and her mates – dressed in their bingo finery – helped me pull the sunken scooter out of the of the river until it rested back on the road. I couldn't thank them enough as they drove off into the night! Angels do exist and play bingo on a Friday night.

I was sodden, cold and pissed off. The scooter's engine was full with water and wouldn't start. God knows what damage it had received from the 'smash and plunge'. I had no mobile phone (because they hadn't been invented yet), no breakdown cover and a cold night ahead – all was looking bleak. And then another car pulled up.

It was a mate, Ian and his girlfriend from Andover Catch 22 Scooter Club, who were on their way home to his mum's place from the same 'do'. Upon seeing my predicament they immediately offered to put me up for the night, and luckily his younger brother Michael, was out camping and wouldn't be back until the morning, so a bed was free.

The scooter combo was pushed into a pub car park and I gratefully accepted the hospitality offered.

Arriving at Ian's mum's I was made welcome, all my gear was hung up for me in front of the fire to dry and cocoa was made. I was offered a pair of Superman pyjamas, which were two sizes too small, but I didn't care. I was shown my bedroom for the night, the bed was a little short for my gangly 6ft frame, but I wasn't about to complain; I was dry, warm, alive and knackered... and fell asleep.

The next thing I heard was the turning of a door handle, the light came on... I jumped out of a bed; where was I?

Before me was a lad of about 15, his face contorted in absolute terror, his mouth aghast, but no sound coming from it. Before him, an absolute stranger, dressed in HIS Superman pyjamas, in HIS bed, in HIS bedroom!

And then the screaming started... "It's okay Mike," "calm down Mike," and "I'm a mate of your brother's, Mike," didn't have any effect. This lad was freaking out and who could blame him? This nutter in HIS jim-jams, bed and bedroom, even knew his name! It turned out, Michael had decided to give up on camping for the night as it was too cold, and come home early.

After the whole house was awoken, a lot of calming down was needed. I knew then, this was going to be a night I would not forget easily.

The next day, after saying my thank yous and apologies (!), Ian gave me a lift back to the scooter in the hope that something could be done. Luckily it was undamaged after its 'baptism'. I stood on the kickstart and shoved as hard as I could. With that, a spurt of water shot from the exhaust pipe – at least 20ft in length – across the car park and the Vespa started! I thanked Ian and 'set sail' for home.

Walshy (Choirboys SC, Salisbury)

We've all got a scooter story to tell down at the pub, and many of you have even said: "I've got a great story for Into the Sunset."

Well, now is the time to share it with the rest of us, write it down (between 1000 and 1200 words long please), and send it to:

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